CYCLE NEWS

America's weekly motorcycle newspaper | May 15, 1996: Number 19 | (outside the U.S. $3.25) $2.50

CALIFORNIA'S TWO-STROKE BAN

AMA National 125/250cc Motocross Championship

McGrath, Lamson 4-for-4 in Hangtown

PLUS: 883s only at Harrington Grand National; World Trials preview; National Hare & Hound; Grand National Cross Country and more...

TIME DATED MATERIAL — MAILED MAY 7, 1996

IN THE WIND

John Myers (Suz) defeated **David Schultz** (Suz) with a run of 7.44 seconds/177 mph to win the NHRA Pennzoil Nationals in Richmond, Virginia, on May 5. With his second victory in four rounds, Myers closes to within two points of Schultz in the championship point standings, 430-428. Eight rounds remain in the 12-race series.

Team Suzuki Endurance (Suz) won the WERA National Endurance Series round at Road Atlanta in Braselton, Georgia, on May 4. Team Suzuki finished three laps ahead of TKO Rayce Team Suzuki Too (Suz) and four laps ahead of third-placed Arclite Racing (Suz) in the four-hour race which featured five red flags.

Poor weather at the IRTA Grand Prix tests at the Circuit Paul Ricard in the south of France last week brought about a spate of accidents and injuries. Sketchy reports from Europe confirm that Lucky Strike Suzuki's **Scott Russell** suffered broken toes on both feet and is doubtful for the next round of the World Championship Road Race Series in Jerez, Spain, on May 12. In addition, Aprilia's **Doriano Romboni** suffered a broken arm and **Carles Checa** broke his wrist, the severity of which was unknown as *Cycle News* went to press on Monday, May 6.

Though he didn't finish his first race of the 1996 season, **Rick Johnson** seems to be getting comfortable with the NASCAR Craftsman Truck Series, according to *Cycle News* contributor Judy Kouba Dominick. Johnson qualified the Red Dog Beer/Penske Racing South Ford F150 on the 11th row at Portland Speedway in Portland, Oregon, on June 4. With just 12 laps remaining in the 200-lap race, Johnson was 14th when a piece of debris punctured the Ford's oil tank, ending the multi-time National MX and Supercross Champion's day. "I am disappointed that we didn't finish, but I'm really happy with the truck and the crew," Johnson said. "The Red Dog truck handled perfectly all day. I was just being patient and letting the race and the track come to me. All in all it was a good debut for the Red Dog/Penske truck and I am ready to go to Monroe (Washington) next week." Johnson is scheduled to drive the truck in four events in 1996 before giving way to teammate Kenny Wallace.

In an effort to further stimulate interest in the AMA 250cc Grand Prix road race class, a bounty has been placed on the dominant rider in the class, **Rich Oliver**. Developed by American Roadracing's Dean Adams and Andy Leisner, Oliver's own sponsors and other interested parties are putting together a yet-to-be-disclosed amount of cash that will go to the rider who can beat Oliver in 1996. Beginning with the Mid-Ohio round of the series on June 2, a rider must beat Oliver in a 250cc GP final without the class champion suffering a mechanical breakdown.

Maryland Governor Parris Glendening has signed legislation that will put an end to the practice of **ticketing motorcyclists** for parking two motorcycles in one metered parking space, according to the AMA. Previously, Maryland law allowed only one licensed vehicle to occupy a parking space, but the new law will permit two motorcycles per space. Supporters of the legislation stressed the contributions that motorcycles make in reducing parking congestion and pointed to the federal governments acknowledgement of the congestion-reducing benefits of motorcycles in regulations regarding high-occupancy (HOV) lanes on crowded expressways. The new law will take effect October 1.

The second annual **Muckenthaler Motor Car Show** will be held on May 19 in Fullerton, California, and will feature a concourse event for classic and vintage motorcycles as well as automobiles. For more information, call 714/738-6595.

American Honda is opening the doors of its corporate headquarters in Torrance, California, on May 19th for the **Fifth Annual Ride for Kids**. The traditional ride will begin at American Honda and travel through the Rolling Hills Estates, Palos Verdes Estates and then back through Torrance and into American Honda's campus. In addition, participants will be treated to a Honda Indy Car display, vintage Honda cars and motorcycles, the Victor McLaglen Precision Drill Team, a motorcycle trials demonstration, and tours of the Honda race shop, service training center and corporate office. All riders are welcome with proceeds going to fund research for the cause and cure of pediatric brain tumors.

The 1997 race season will mark the 40th anniversary of **Laguna Seca Raceway** in Monterey, California. In honor of this event, the raceway will sponsor an anniversary logo design contest. The winner of the contest will receive weekend tickets to the entire 1997 race schedule at Laguna Seca as well as recognition in several different Laguna Seca Raceway and motorsport publications. All entries must be received by August 1, 1996, and the winning design will be selected by September 30, 1996. Designs must be full color and 8 1/2 by 11 inches in size. Entries can be hand drawn or computer generated and will become the property of SCRAMP. The artwork can be sent to 40th Anniversary Logo Contest, Laguna Seca Raceway, P.O. Box 2078, Monterey, CA 94942.

Harrington Half Mile rained out

The AMA Grand National Championship Series suffered its first rainout of the year during round four at the Delaware State Fairgrounds when the Harrington Half Mile was canceled just before the Grand National finale left the starting line. No championship points were awarded.

Almost the entire program had been run before the event was canceled. Lightning flashed in the distance as the riders were called to the line at 10:40 p.m. In an effort to save time, the riders who had qualified for the main event came out with engines running to choose their respective starting slots. After a warmup lap, the field staged with Davis in the middle of the first row. Reigining Grand National Champion Scott Parker was to his right with Chris Evans on his left. Ricky Graham and Geo Roeder II filled the row to the right with Kevin Atherton on the bottom.

The light sprinkles turned to a steady drizzle and the riders were sent to the shelter of the pits. The drizzle escalated to a heavy rain with lightning very close and the plug was pulled on the event at 11:20 p.m. About an hour later, near-hurricane-force rain and winds hit the area.

With over half the program completed, the race was declared official. TCR's Will Davis took home the winner's share of the purse in the Grand National class by virtue of his fast heat win. Reigning AMA 883cc National Series Champion Mike Hacker rode his Spectro/Moroney's Harley-Davidson to victory in the 883 National final. For more information, see page 12.

Dave Hoenig

Oh to be Young again

Husaberg's Mike Young took the overall win with 2-1 moto finishes in the third round of the AMA Western National Four-Stroke Motocross Series, held in conjunction with the AMA National Championship Motocross round at Hangtown in Sacramento, California, on May 5.

Kawasaki's Ty Davis, the current points leader in the AMA National Enduro Series, used an off weekend from his off-road racing schedule to finish second with 4-2 moto finishes. For the second straight round, Spud Walters rode his Honda to a third-place finish with KTM-mounted David Coupe finishing fourth. Jimmy Lewis rode a CCM to fifth place.

KTM's Lance Smail and Husaberg's Micky Dymond finished first and third, respectively, in the first moto but a first-turn pileup in the second race kept both riders out of the top 10. Smail, however, still managed to secure eighth overall, and now trails Young by 14 points in the championship standings, 137-123.

As of June 15, the rules on tailsections for Superstrock and Production road race classes in **WERA-sanctioned events** will be enforced, according to WERA. Apparently, the small piece of bodywork about the taillight on a stock Honda CBR600 F2 and F3 must be no higher than 1.5 inches above the seat when measured from the top of the cowling to the top of the seat. In addition, WERA will also begin enforcing the requirement for case guards or aftermarket case covers on the right side of the 1996 Suzuki GSXR750s. WERA also suggests (but does not require) a replacement case cover on the left side of 1995 and 1996 Kawasaki ZX6Rs. For more information, call WERA at 770/924-8404.

WERA has also announced some rule changes to the existing 1996 rulebook. As of June 1, Unlimited Twins motorcycles will not be allowed to race in Lightweight Solo 20; over 750cc water-cooled twins will be allowed in Unlimited Twins, but they must follow the Superstock rules in Chapter 9 of the WERA rulebook. WERA has also decided to allow full rain tires for use in Superstock competition. The tires must be molded from the factory rains with no hand-cut slicks or intermediates allowed. For more information, call WERA at 770/924-8404.

According to a press release issued on April 29, **Petersen Publishing**, publishers of such motorcycle magazines as Dirt Rider, Motorcyclist, Motorcycle Cruiser and Sport Rider, has retained Goldman, Sachs & Co. as a financial advisor to help the company explore strategic alternatives, including a possible business combination, the sale of the company, potential acquisitions, an initial public offering or any other similar transactions.

Roy Schellenberger, the motocross racer who was paralyzed during the Daytona Supercross in March, has returned home following his stay in a rehabilitation facility. Schellenberger's address is as follows: 2918 Sutton Place, Roanoke, TX 76262.

To obtain information regarding lodging for the June 22-23 Loretta Lynn's Amateur Southeast Regional Qualifier at **Hillbilly Hills** in Roberta, Georgia, contact Lois Martin at 912/788-0413. Rooms are limited because of the Summer Olympics which are being held in Atlanta, Georgia.

Due to track resurfacing at the **Pueblo Motorsports Park**, the Motorcycle Roadracing Association (MRA) road race scheduled for May 12 has been postponed and rescheduled for August 4. The track is undergoing pavement changes from turn one to turn seven, according to the MRA.

U.S. Navy pilot **Bill Durden** of Reno, Nevada, won a Suzuki 200 SE in a drawing held at the AMA National Motocross round at Hangtown in Sacramento, California, on May 5. The drawing was held in conjunction with the Dirt Diggers Motorcycle Club, Suzuki Motor Corp. and Lumberjack Building Materials. The winning entry was drawn by eight-year-old Cub Scout Brandon Johnson.

Beginning on May 9, the **Castaic Lake MX** track in Castaic, California, will start its Thursday night practices which will run through the summer. The track is open from 3 p.m. to dusk. For more information, call 805/294-0020.

President Clinton vetoed the **product liability reform bill** in a ceremony staged in the White House Oval Office on May 2, according to the Motorcycle Industry Council (MIC). The announcement framed the veto as necessary to protect consumers from unsafe products and from a law that would have benefitted only big business interests. The Product Liability Coordinating Committee sees the veto as a favor to the trial lawyers. Although the legislation had bipartisan support in both the House and the Senate, the margins were not sufficient to sustain a veto override.

BORN: A baby girl, Baily Anne, to former World Superbike Champion and current 500cc Grand Prix racer Scott Russell and his girfriend T.J. on April 25, in Atlanta, Georgia.

CORRECTION: Doug Chandler's victory in the AMA Superbike National at Laguna Seca Raceway on April 28 was not his first victory "of any kind" in six years as we reported in our race coverage in Issue #18. Chandler won the North American Sport Bike/Formula USA Series race at Daytona International Speedway this past March.

AUTOGRAPH SIGNING: At Fay Myers Motorcycle World in Denver, Colorado, on May 17, from 5:30 to 8 p.m. Members of Team Honda, Kawasaki, Suzuki and KTM are scheduled to appear. For more information, call 303/744-6632.

ANNOUNCED: According to the U.S. Women's Motorcycle League, American Honda Motor Co. has announced that they will support the U.S. Women's Motorcycle League as a corporate sponsor.

OPENED: Livermore, California's Club Moto motocross track's home page on the World Wide Web. The site can be found at the following address: http://www.clubmoto.com.

OPEN HOUSE: At the Dan Rouit Flattrack Museum in Clovis, California, on June 9 from 10 a.m. to 5 p.m.

AUTOGRAPH SIGNING: At Champions/Marriott Hotel in Springfield, Massachusetts, on June 20 from 5:30 to 7:30 p.m. Team Yamaha's Jeff Emig, Doug Henry, Kevin Windham and John Dowd are scheduled to appear. For more information, call 413/781-7111.

AUTOGRAPH SIGNING: At New England Cycle Center in Hartford, Connecticut, on June 21, from 5:30 to 7 p.m. Team Suzuki's Greg Albertyn, Ezra Lusk, Mike LaRocco and Tim Ferry are scheduled to appear. For more information, call 203/527-0822.

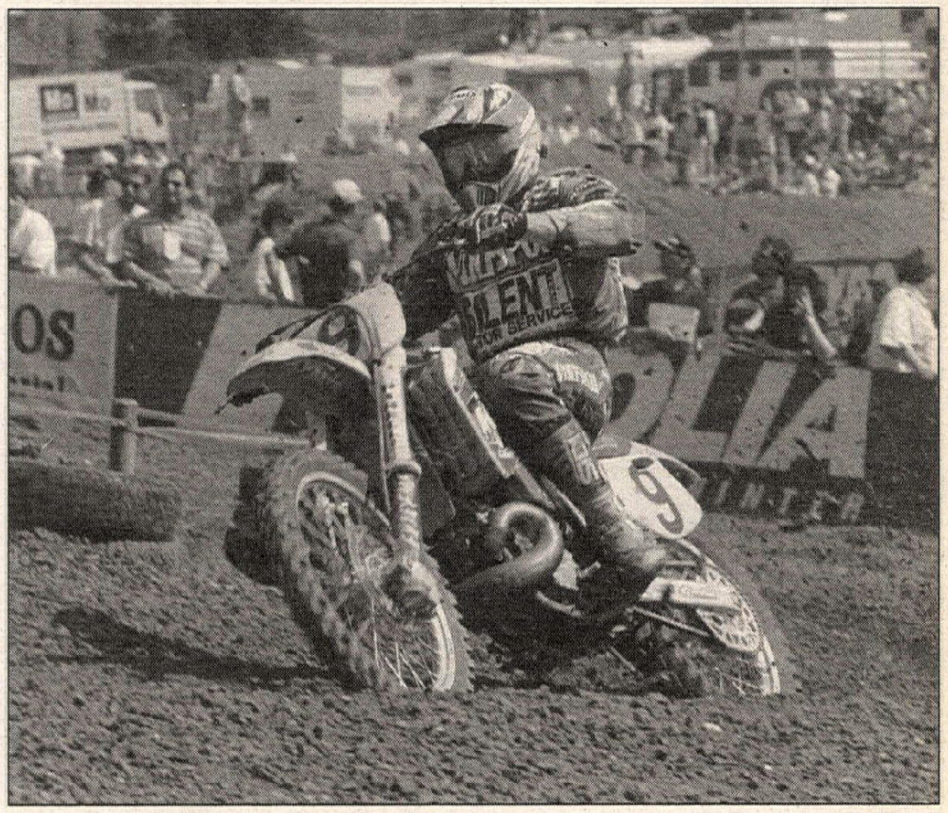
AUTOGRAPH SIGNING: At Michael's Kawasaki in Carson City, Nevada on May 11, from 2 to 6 p.m. Team Green's Ty Davis and Larry Roeseler are scheduled to appear. For more information, call 702/883-6480.

CORRECTION: Will Davis finished second at the Pomona Half Mile on a C&J-framed Harley-Davidson XR750 and not a Kenny Tolbert-framed machine as we reported in the Briefly section of our Pomona Half Mile coverage.

CORRECTION: The admission price for the Zeke Wenger Memorial Hillclimb on May 19, in Middlebury, Indiana, is $10 and not $8 as printed in last week's issue.

AUTOGRAPH SIGNING: At Sun Honda, in Denver, Colorado, on May 17, from 6 to 7:30 p.m. Honda of Troy/Sinisalo team riders are scheduled to appear. For more information, call 303/287-7566.

AUTOGRAPH SIGNING: At Cutler Ridge Motorcycles, in Miami, Florida, on May 17, from 6:30 to 8:00 p.m. Team Yamaha/Vance & Hines and Team Oliver riders Jamie James, Tom Kipp and Rich Oliver are scheduled to appear. For more information, call 305/258-2000.



King (Shayne) wins French 500cc MX GP

A second-moto win sealed up the overall win for New Zealand's Shayne King at the World Championship 500cc MX round in Plomion, France, on May 3. The KTM rider finished second to defending champ Joel Smets in the first moto then wrapped things up with the second-moto victory.

It was King's second win of the young, three-race-old series, as he won the series opener in Italy.

After winning his first moto of the year, the Belgian, Smets, crashed his factory Husaberg in the second and salvaged fourth, which was still good enough for second overall.

Third overall went to King's brother Darryll King, on a Honda, who made it a King 1-2 sweep in the second moto. A fourth in the first moto and a second in the final gave Darryll King third overall. A 6-3 tally gave Germany's Dietmar Lacher, on a Honda, fourth overall, while Swede Peter Johansson completed the top five on a Husqvarna.

In the series points chase, Smets still leads, but by only four points over Darryll King, 89-85. Shayne King is nipping at his brother's heels in third with 82 points. Rupert Walkner of Austria and Johansson are tied for fourth with 62 points each.

In Italy on the same day, Belgian Marnicq Bervoets scored the overall win at the World Championship 250cc MX GP in Mantova. Bervoets piloted his Team Bieffe Suzuki RM250 to victory after winning both motos over defending champ Stefan Everts, who went 2-2 on his RWJ Honda.

Third overall on the day went to Italian Andrea Bartolini who accumulated the same amount of points as RHK Kawasaki's Tallon Vohland. Bartolini went 6-4, while Vohland went 4-6. Bartolini was honored with third overall via his higher second-moto finish. Kawasaki-mounted Frederic Bolley of France rounded out the top five with 5-7 moto finishes.

By winning both motos, Bervoets extended his series points lead over both Everts and Vohland. Bervoets now has 172 points, while both Everts and Vohland have accumulated 143 points apiece. German Pit Beirer is fourth with 104 and Bolley is fifth with 89.

Once again, French riders ruled the 125cc World Championship MX GP scene. In Bellpuig, Spain, Kawasaki's Sebastien Tortelli and Yamaha's Frederic Vialle made it a French 1-2 sweep, with Tortelli going 1-2 and Vialle going 3-1. Preventing an all-France podium was Englishman Paul Malin, who posted 5-4 moto finishes on his Yamaha. Rounding out the top five overall was another Frenchman, Mickael Maschio, and Swiss rider Philippe Dupasquier.

Tortelli leads the series points standings with 85, and Vialle and Maschio are tied for second with 76 points each. Malin holds down fourth with 55.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXIII

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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VOICES
Letters to the editor

Too many Kings

As a kid growing up, I led a nomadic life, constantly bundled into the back of exotic vans and cars, perched on top of spare wheels, vying for position amongst engines and frames - when dad is a Pro racer it is all part of the deal.

A few months ago I grimaced at the flashback of a cricked neck, cramped legs, sardine shoulders, as dad intimated his desire for me to join him on the circuit. This time, however, it would be as promoters of the Wulfsport quality racewear.

If our friends could see us now, wearing our comfy freetime enduro jackets around with temperatures soaring in the 90s, they would know that dad has certainly fallen on his head one too many times and his son, too, has gone completely off the trolley.

With the emphasis on "l" in limited resources, we couldn't afford the "c" in collect to follow our priceless dealer advice to "Just get Jeremy McGrath to wear your gear."

Seemingly by divine intervention, a fellow Kiwi won the first round of the 500cc MX World Championship, wearing our stellar Wulfsport line.

Dealers in Visalia, California, or Henderson, Nevada, wouldn't comprehend our "windfall" until it made headlines in the oracle *Cycle News*. We began gearing up for the advance of orders and waited for the hardest earned advertisement that money could buy and sure enough... "King Shayne's Court." But wait, the photo purportedly shows our hero, but he's not wearing the quality Wulf gear. Surely our man has not defected the ranks already? No, simply that Shayne is number 9 - not number 3. Oh, well, being rich probably would have been boring anyway.

When Shayne wins his next Grand Prix, please allow your readers to see him in the vibrant Wulfsport colors on your front cover and also convey to Jeremy McGrath that now that he has lost a race, if Fox decide to fire him, we need a U.S. works rider very badly. We've got a bundle of goodwill and great beer, but the pay is bad.

Gary Briggs
Dana Point, CA

We would never allow such a shameless plug under ordinary circumstances. Since Gary Briggs is the son of four-time World Champion Barry Briggs, we'll let it slide... Editor.

No offense

I just wanted to respond as sooon as possible on a comment made in the Briefly... section of the St. Louis Supercross coverage (Issue 18, May 8).

While it was true that I had Mike Craig shave his head in Charlotte, North Carolina, and he looked so outrageous that I did indeed comment on the "666" number written on his head, it was done in jest and behind closed doors. Honda of Troy does not in any way endorse "Devil Worship" or any activity of that kind.

I respectfully apologize to anyone being offended or having taken it the wrong way.

Phillip E. Alderton
Daytona, OH

Alderton is the president of Honda of Troy... Editor.

Stop slamming

It seems a few so-called enthusiasts have been slamming 883 dirt track racing. Bill Hotchkiss (Issue #17, May 1) is the latest. I quote: "My wife, daughters and myself always wait for the 883 heats to go to the restroom and concession stand so that we don't miss any of the good racing."

I don't know where Mr. Hotchkiss has been viewing racing, but 883 racing boring? No way.

At Pomona, the best racing of the night was in the 883 main event where first-time winner Jess Roeder, Scott Stump and Mike Hacker teamed up for the most exciting, slam-bang racing of the night. Meanwhile, in the 750cc National, Scott Parker was only briefly challenged before pulling off to yet another win. Sound familiar?

Quit putting down the 883s. It is racing and it is serious even though they have a good time. Add the 600s and we will have a complete night of quality dirt track.

Larry Langley
Hesperia, CA

Two-strokin'

I was wondering if you could tell us the latest on the new laws on Green Stickers for two-strokes in 1997. It seems like there is no opposition from the AMA or anybody. I understand that two-strokes will only be allowed on closed courses. I hope I'm wrong. I really don't want to race four-strokes in the desert.

Todd Jergensen
desv45@aol.com

Todd, for a complete rundown on the current situation, see page 16... Editor.

Go Direct

In response to the call from Tom Mueller (AMA) and the "In The Wind" item (Issue #16, April 24) about the whereabouts of Speedvision, I would like to make a suggestion and provide a solution to all our television viewing woes regarding motorcycle racing coverage. This solution also applies to those viewers frustrated with their cable systems for not carrying ESPN2. The solution simply involves subscribing to DirecTV (the digital satellite system that utilizes the 18-inch dish). Speedvision is just one of the many 200 channels you're capable of receiving with DirectTV. The wide array of regional sports networks, along with Speedvision and ESPN/ESPN2, provide even the heartiest of race fans with endless hours of racing coverage.

gkcorns@aol.com

Bad Boy

John Kocinski is determined to leave the past behind and start with a clean slate. Really? He states that part of that bad image was caused by bad management. Really? He goes on to say, "Now I think I'm not only a good rider, but also a good lawyer and a good accountant." Really? Apparently, humility isn't one of his strong points either.

If, as John exclaims, "I needed a break to get myself cleared from my reputations," I suspect he'll discover it will take more than time to accomplish that.

Paul McKendry
Tacoma, WA

180 mph?

In your article "Ty Triples in Texas" (Issue #16, April 17), there was mention of a 180 mph section in your Briefly... section. How can that be? A KX500 will radar test on the street at 119 mph, and that's not even taking into account a lack of traction that can be found in the dirt. Was that a misquote? It is difficult to comprehend. Can you please explain it to me?

Chris Shepard
cshepard@msn.com

It isn't uncommon for race organizers to add a high-speed section in order to further confuse the riders' computers. The story is correct... Editor.

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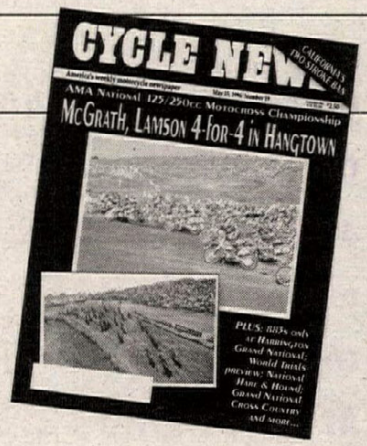


ON THE FRONT COVER

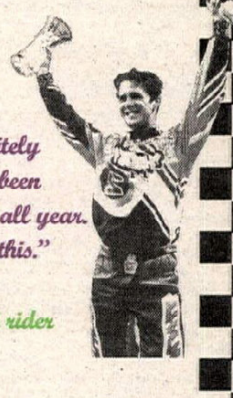
Round two of the AMA National Motocross Series visited Hangtown in Northern California. (Top) Phil Lawrence leads the way into turn one in the 250s. (Bottom) Mickael Pichon leads the 125s. Photos by Kinney Jones.

Kawasaki MOTORSPORTS

Team Kawasaki AMA Supercross St. Louis, MO April 27, 1996

Emig proves that winning is just a matter of talent, perseverance and the right bike.

Team Kawasaki's Jeff Emig definitely had the winning combination in St. Louis. In what turned out to be the most competitive 250cc Supercross race of the year, Emig and two other front-runners battled it out in tight quarters for most of the twenty-lap event. Then Emig powered ahead to take the checkered flag on his KX250. Leave it to Emig, a former Missourian, to show 'em how it's done in the "Show Me" state.



"That was definitely a big win. We've been working so hard all year. We all deserved this."
– Jeff Emig, Team Kawasaki rider

BEL-RAY Renthal BRIDGESTONE FX ACERBIS NGK BRAKING WISECO D.I.D mxa UNI U.S. CHROME BERG RACING USA

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Rounds 2/2: Hangtown

"Here We Go Again!"

By Davey Coombs
Photos by Kinney Jones

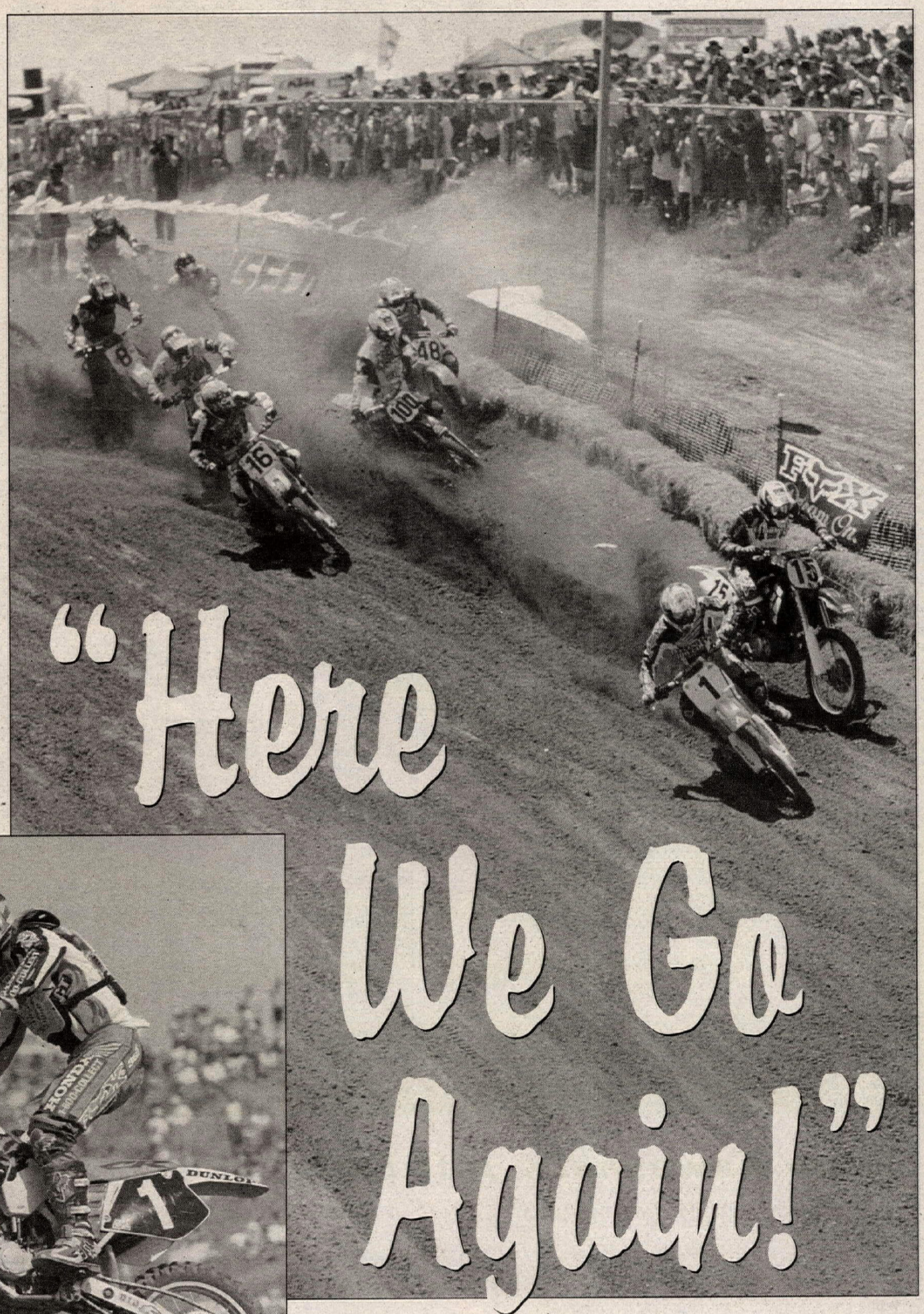
SACRAMENTO, CA, MAY 5

"Well, here we go again!" That's how Team Honda/1-800-Collect/Fox Racing's Jeremy McGrath explained his efforts at the Hangtown Classic Motocross Nationals, his first race since his record-breaking 17-race winning streak ended. McGrath, 24, completely dominated the 250cc class and showed no hangover effects from his only loss of the season last week at the St. Louis Supercross.

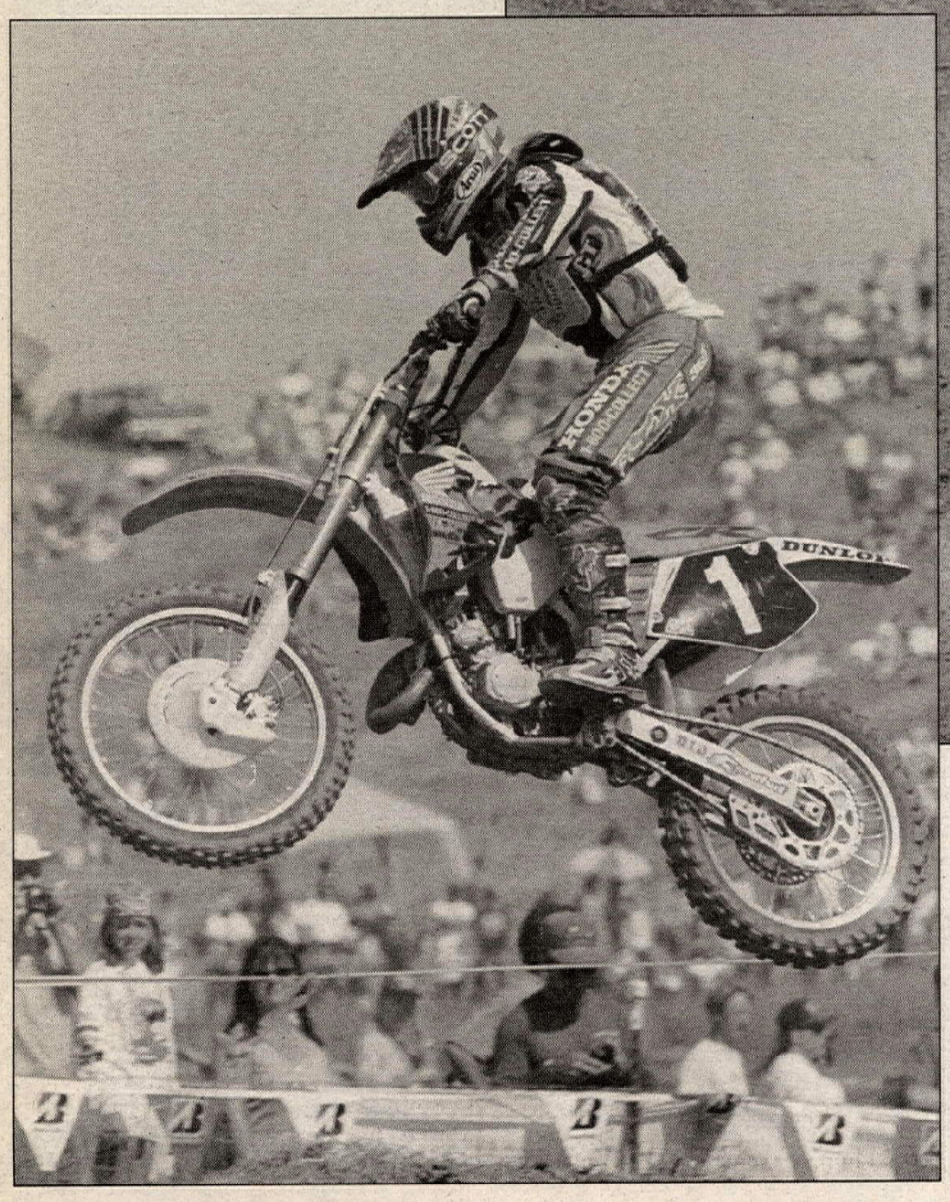
"I can't let that bother me at all because this is a whole new series and maybe new winning streak," joked McGrath after sweeping both motos on the rough and choppy Hangtown track. "Everyone is starting out fresh and all that other stuff is behind us." McGrath led every lap of both motos to win his second National in as many 1996 outings. His expected rivals Jeff Emig, Mike LaRocco and Greg Albertyn were all on the gas at Hangtown but bad starts and bad luck kept any of them from giving McGrath too much pressure. Team Kawasaki's Emig ran second overall with a 2-4 score, while Suzuki's LaRocco ran 4-3 for third. Albertyn, the never-lucky South African import, might have given McGrath the most challenge had he not suffered a broken clutch rod while running second early in the first moto. Albertyn came back from a terrible start in the second race to finish second, but McGrath was long gone by the time the former three-time World Champion cleared the rest of the pack.

The Hangtown Classic is basically the hometown race of defending 125cc National Champion Steve Lamson, who is McGrath's Team Honda/1-800-Collect/Fox Racing teammate. The Pollock Pines, California, native won this event back in 1992 but has had some trouble since, including last year's no-show due to an injury he received in the supercross series. No such bad luck this time for the beloved local hero.

"This season has started a lot better than last year," said Lamson, who won the 1995 125cc National Championship even after scoring zero points in three of the first four motos. "I was getting a little bit nervous coming in after not racing for six weeks. I knew I was ready but I was still nervous." Lamson swept both motos for his second straight win of '96, coming under early pressure each time from SplitFire/Pro Circuit Kawasaki's Mickael Pichon and then holding off



(Right) Jeremy McGrath (1) cuts underneath Doug Henry (15) at the start of the 250cc National at Hangtown. McGrath went on to win both motos for his second straight 250cc National victory.
(Below) Steve Lamson returned to action after his foot injury. The defending champ won both 125cc motos in front of his hometown crowd.



a sudden, late charge from Yamaha's John Dowd in the second moto.

The win allowed Lamson to move way ahead in the 125cc National point standings, showing a total of 97 out of 100 possible points. Pichon is a distant second with 74 points, while Dowd holds 60. Lamson's surge on the points charge was aided by a woeful day for first-round privateer star Scott Sheak, who poor-started his way to 19th overall, and no-shows by injured contenders Mike Brown of Honda of Troy (broken arm) and Kawasaki's Damon Huffman (knee).

McGrath, who also won both motos at the series-opener in Gainesville, Florida, in March, has a perfect score of 100 in the 250cc point standings, while Emig slipped a little further back at Hangtown after a 2-4 showing for second overall. Emig has a total of 84 points, while third-ranked Mike LaRocco of Team Suzuki shows 64 total points.

The 1996 Hangtown Classic was the best event the Dirt Diggers Motorcycle Club has produced in years. A renewed commitment by the club in the past few years to improve their event certainly showed in the track that greeted the riders on a warm, sunny day. Countless truckloads of topsoil and sand were brought in prior to the event and made for a rough, deep-bermed track - a welcome change from the dry and dusty events that used to happen here. A huge turnout of 15,300 fans packed the fences around the long, fast Hangtown track.

125cc

When the first 125cc National moto left the gate Lamson surged into the lead as Team SplitFire/Pro Circuit's Rusty Holland, Great Western Bank's Buddy Antunez, Chaparral's Brian Deegan, and Pichon filled in the first few spots behind the number-one-plated Honda. Left in the loamy berms of the first corner was a bevy of privateers that included Tennessee's Nathan Ramsey, Primal Impulse/Bill's Pipes/Honda's Pedro Gonzalez, Xtreme-backed Cory Keeney, Chaparral's Michael Brandes, video superstar Mike Metzger, Honda of Troy's terribly unlucky Jeff Willoh, and Team BSY's Doug Dubach.

Lamson set a very fast early pace in the lead, though Pichon immediately made strides towards the front and gathered up second spot before the end of one lap. Contenders Ezra Lusk, John Dowd and his Yamaha teammate Kevin Windham were just outside the top 10 and, on a difficult-to-pass-on track, were basically eliminated from winning contention before they really got started.

"I was trying to pass Lamson at the beginning because I had three or four lines where I was faster than him," said Pichon of his early bid for the lead. "A couple of times I got right beside him, but then I think he saw my lines, and the lap right after that he changed all of his lines and took mine. After that I could not pass him, because I did not know where to go."

While Lamson and Pichon motored away in a race of their own, Holland did an adequate job of holding third for the first part of the moto as Antunez, Suzuki/Quicksilver-backed James Dobb, and SplitFire/Pro Circuit's Casey Johnson chased after him. Further back, Lusk, Windham and Honda of Troy's Mike Craig all took turns falling down and would each spend the rest of the moto making up for lost time. Craig fared best, making it to seventh, while Lusk was eighth and Windham was 10th. The just-back-from-injury Reynard was also on the move after a bad start and climbed as high as eighth before making a mistake and dropping out of the top 15.

(Above) Greg Albertyn was chasing down McGrath in the first 250cc moto when the clutch rod in his Suzuki broke, forcing his long walk back to the pits.
(Right) Honda of Troy's Brian Swink takes a trip over the bars while chasing Doug Henry in the second 250cc moto. Swink fared much better in the first moto where he finished a strong third.

"I went to grab a tear-off and they were all gone, so I tried to clean my goggles with my hand and I ran off the track," said the 18-year-old Honda privateer.

Up front Lamson and Pichon were about five seconds apart until the Frenchman slipped at the bottom of one of the long downhills when he cross-rutted his Kawasaki in a corner. "I was trying to find a new line when I fell," said Pichon. "I was trying to ride where it was pretty flat, but I went too much outside and when I cut to the inside I cross-rutted."

Dowd was able to move past Antunez when he slipped in a corner and then outleaped the feisty Holland on a downhill double to move into third. By then Lamson and Pichon were long gone with the top spots.

Lamson took an easy win, while Pichon drifted across the line a satisfied second. Dowd was third, followed by a very satisfied Antunez in fourth. A semisurprise in fifth was the teenager Johnson, who also put in a terrific ride at Hangtown in '95 but then missed most of the rest of the season with a broken leg. Johnson's teammate Holland did not fare as well at the end of the moto and fell all the way back to 15th after flirting with a top-five ride for more than 20 minutes.

"I got a bad start and it took me about five laps to get going," said Johnson of his fine performance for fifth. "Once I got going I had a really good pace and started picking riders off. Once those guys get out there off the start they spread out so quickly that it's really hard to make up any spots. I just never stopped trying. This is like a hometown race for me and I've been riding here ever since I was on a little 60. It feels really good to ride up front here."

Pichon started out in the lead when the second 125cc moto blasted off the line and into the first two right-handed corners. Lamson was right up there behind him, as were Suzuki's Tim Ferry, Dowd and Windham, Dubach and Antunez.

"I thought I could outlast Pichon, so I figured as long as I didn't let him get away too far I could reel him in at the end," said Lamson of early second-moto leader Pichon. "Once I got into second he made a few mistakes and maybe even got tired, so I was able to get him earlier than I thought I would." After Lamson passed Pichon, Dowd followed suit a short time later. Then Pichon fell in the same corner where he tipped over in the second moto and handed third to Windham.

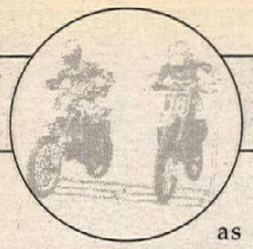
"This is not my favorite track on the circuit and last year I had my worst race," said Pichon, who ended up fourth in the moto. "I have not been on tracks like this very much and I'm not comfortable. To finish third overall is very good for me here and I am second in the points, so I am happy with my result today."

Lamson seemed to be in control of the race until Dowd suddenly caught Ferry and went after the leader. Within three laps Dowd erased the deficit and was able to challenge the leader Lamson.

"Once I got to second I was thinking, 'Okay, this is pretty good, this is Lamson's home track and he's going to be tough to beat,'" explained Dowd of his thinking in the middle of the race. "Then I thought, 'Wait a minute, that's no way to think right now. I should let it all hang out,' so I did, and I caught him. I think I surprised him when I caught up, and I kind of surprised myself."

"Dowd was raging!" said Lamson of his late pursuit. "I knew somebody was back there, but I thought it was Ferry or someone like that, because I really wasn't looking at my pit board. It seemed like every time I went by (the signaling area) there were some lappers or something around me and I couldn't see my board. Then I took a peak back over my shoulder and saw John and thought, 'Holy shit, he picked it up a little bit!' But I had a little extra speed left to hold him off."

Twice on the last lap Dowd got right alongside Lamson, but he couldn't find a place to pass and Lamson certainly didn't give him an inch or a mistake to work off. Lamson crossed the finish line just a bike length ahead of the Yamaha. Windham came along about 15 seconds later, followed by a cruising Pichon, Ferry, Lusk and top privateer Antunez. Rounding out the top 10 in the moto were Australia's Kim Ashkenazi, Casey Johnson and last-place-starting Reynard.



MOTOCROSS

AMA National Championship 125/250cc MX Series

Rounds 2/2: Hangtown

"I didn't do as well in that moto as the first, but I'm still pretty happy," said Antunez. "I got some sweat in my goggles and I couldn't see very well at all. I kept trying to shake them or wipe them, but I couldn't see, so with four laps to go, I just yanked everything all off and suddenly I could see. Still, I'm really happy with fourth and it feels real good to be the top privateer."

250cc

While Yamaha's Doug Henry might have been the first guy to the first turn in the first 250cc moto, McGrath was the first rider to the exit. The number-one Honda rider blasted inside of Henry and took an immediate early lead. Team Xrteme/PJ1/Atomic 22's Jimmy Button, Honda of Troy's Brian Swink, Yamaha's Damon Bradshaw and Emig were the next few guys in line. Albertyn was about eighth but after a few smart moves in first-lap traffic he shot into third by the time they got to the mechanics' area.

"When I came out of the gate I got a good jump, but I slid back too far on the seat and wheelied," said Emig. "The start is real important on a track like this, especially when you're racing against some guys that can go pretty fast."

While McGrath pulled away, Henry fell and allowed Albertyn and a very aggressive Swink to race by. Henry lost about 10 spots before getting back in the race and would complete the moto 10th.

A the end of a lap it was McGrath, Swink, Albertyn, Button, Emig, Honda R&D rider Rich Taylor, Honda of Troy's Larry Ward and Bradshaw following. LaRocco, suffering another terrible start, was up to 10th. Then Button fell and lost about six spots, reshuffling the order. The order was further scrambled when Ward had to make a rolling adjustment to his outfit.

"Someone hit me in the first turn and my left glove almost came off," said Ward of his Velcro glove coming unfastened. "It (the glove) was bunching up in my palm and then it almost fell off, so I had to slow down and fix it." Bradshaw passed Ward as he drifted but "Big Bird" would get him back by moto's end.

Albertyn zapped Swink after five good laps and set his sights on McGrath, who had left the pack at a rate of two seconds per lap. But before Albee could even begin his attack, his Suzuki came to a sudden halt and the ever-unlucky South African was left to push the bike back to the pits.

"The bike started missing gears really badly and then it just wouldn't go anywhere," explained Albertyn, whose luck just seems to get worse and worse. "They took it apart and found that the clutch rod had broken apart inside the transmission. I had just passed everyone and was looking ahead to Jeremy. That's just life I guess."

"In 30 years of racing I have never seen a clutch break apart like this," said Suzuki team manager Roger DeCoster, the faulty part in his hand. "I've seen the part wear out, but I've never seen it break. It does not happen in testing, it does not happen to other bikes, it only happens to Greg. I just can't believe the things that happen to that guy."

Emig was the next rider to make strides through the field and he displaced a strong-looking Swink just after the halfway mark. But McGrath was just too far gone for Emig to get a hook into, and, try as he might, Emig could get no closer than 10 seconds to the winner.

(Right) Phil Lawrence was the top-finishing 250cc privateer and took home $500 from the Skoal Racing Pro Privateer Challenge Award. His teammate Buddy Antunez did the same in the 125cc class. (Below) John Dowd (7) reeled in Lamson in the second moto in what was the most exciting race of the day. Dowd finished second on the day with 3-2 moto finishes.

"You know me and my starts!" joked McGrath afterwards when asked how he was able to get away so quickly. "Actually, that's the first good start I've had in a few weeks. After I got myself a pretty good lead, I just cruised and kept an eye on Skip's (Norfolk) pit board to see where Emig was. I knew that Albee was back there, too, but something happened to him." When asked how much energy he had left at the end, McGrath said, "I couldn't have kept going for a long time after that. I feel really good today and my bike is again just working great."

"When I first started I was just back there cruising and then I saw that some of those guys were getting away and I needed to start charging right away," said Emig. "If I had rode my first four laps as well as my last I could have won."

Swink was left in third to fend off a three-way dogfight involving LaRocco, Bradshaw and Ward. The Michigan-born, Florida-based Honda pilot, Swink, did a fine job of defense for a few laps and then actually pulled away from the trio for a well-earned third.

"I just tried to ride my own race and then, for a lap or so, I started to have a mid-moto bog," said Swink. "I think I had something in my brake, like a banner or something, but once that worked out, I worked my way back up and kind of left them. I'm pretty happy with third because those other two guys were going a little faster than I was, so third was about where I was supposed to finish."

"We were trying to catch Swink, but it's just tough to make up time on this track," said LaRocco. "Everyone is doing what they can to get going. I wasn't really worried about the guys behind me because the track is so hard to pass on; I was more worried about catching Swink and avoiding the lappers. I just need to get a start in the next moto - start means everything here."

LaRocco ended up fourth with Ward passing Bradshaw at the end for fifth. Team Noleen's Kyle Lewis was a quiet seventh, while Great Western Bank/CTi2/Xtreme's Phil Lawrence was an admirable eighth after almost skipping the race with a possible broken finger suffered in the morning practice session. Button and Henry rounded out the top 10.

"My hand hurts real bad, but I just have to deal with the pain," said Lawrence of his injury. "There's nothing I can do about it but try to get as many points as I can. Maybe in the next moto I will be looser and maybe everyone else will get a little tired or something."

Lawrence was able to clear his mind long enough for a second-moto holeshot. "Factory Phil" broke out ahead of Lewis, Swink, McGrath, Bradshaw and Ward. While McGrath moved up towards the front, Bradshaw was struggling with his bike and the track and slipped back out of the top 10. Emig and LaRocco got not-so-great starts, while Albertyn, who had last pick on the gate, was about 20th after starting from the far inside.

Henry suffered a mediocre start as well but a first-lap fall left him with a broken clutch perch that required a pit stop and a new part. Henry was a lap down when he got back into the race, but the popular Yamaha rider never stopped trying and was rewarded with three championship points for an admirable 18th-place finish.

McGrath got the lead within a couple of laps and then took off again. Lawrence threw up a roadblock in front of the other 38 riders on the track and held the runner-up spot for six laps before the hard-charging Albertyn finally made a pass. By that time McGrath was 15 seconds clear and, try as he might, Albee never threatened him. "I did all I could to get by everyone, but I'm just going to have to do better if I want to beat Jeremy," said Albertyn, who remained disgusted with his first-moto malfunction. "You know, I'm working as hard - if not harder - than any of these guys, and I just never get a break. I don't know what more I can do. I know that I'm riding good and working hard - maybe next week it will finally be my turn."

"The pack was going pretty slow and I was able to follow Greg through to third," said Albertyn's teammate LaRocco. "Once we broke through, I struggled a little bit with my hand being so tender and Greg got away. But I feel a lot better on my bike this week, and I think I will be able to turn things around pretty soon."

As for Lawrence, he fought like a champ to hold his ground - injured hand and all - for as long as possible. "My hand hurt, but I just kept going and trying, and it didn't turn out too bad, did it? I mean, I wasn't even going to ride today!" said Lawrence.

"Phil and Kyle Lewis were slowing us down a little bit, but it's up to us to get by them," said Ward of the second-moto traffic. "I've had a problem the last couple of weeks getting frustrated behind guys, and, even though I'm going faster than them, I just can't seem to get by. I get a little pumped up and go backwards. Today, rather than get discouraged, I backed off a little bit and then went back and passed them. I guess fourth overall is better than however I did at Gainesville (13th). I'm hoping to get a little better, but I'm not too disappointed."

The only other riders to get past Lawrence were factory pilots Lawrence and Emig, who were forced to fight up from midpack after their so-so starts.

Rounding out the top 10 in the moto behind fifth-place Lawrence were Ward, Button, Lewis, Taylor and Swink. CN

Hangtown National
Sacramento, California
Results: May 5, 1996 (Round 2 of 13)

125 MOTO 1 (30 minutes plus 2 laps): 1. Steve Lamson (Kaw); 2. Mickael Pichon (Kaw); 3. John Dowd (Yam); 4. Buddy Antunez (Kaw); 5. Casey Johnson (Kaw); 6. James Dobb (Suz); 7. Mike Craig (Hon); 8. Ezra Lusk (Suz); 9. Chad Pederson (Kaw); 10. Kevin Windham (Yam); 11. Kim Ashkenazi (Hon); 12. Tim Ferry (Suz); 13. Robbie Reynard (Hon); 14. Brian Deegan (Hon); 15. Rusty Holland (Kaw); 16. Robbie Skaggs (Kaw); 17. Pedro Gonzalez (Hon); 18. Scott Sheak (Suz); 19. Barry Carsten (Suz); 20. Denny Stephenson (Kaw).

125 MOTO 2 (30 minutes plus 2 laps): 1. Steve Lamson (Hon); 2. John Dowd (Yam); 3. Kevin Windham (Yam); 4. Mickael Pichon (Kaw); 5. Tim Ferry (Suz); 6. Ezra Lusk (Suz); 7. Buddy Antunez (Kaw); 8. Kim Ashkenazi (Hon); 9. Casey Johnson (Kaw); 10. Robbie Reynard (Hon); 11. James Dobb (Suz); 12. Mike Craig (Hon); 13. Brian Deegan (Hon); 14. Casey Lytle (Hon); 15. Rusty Holland (Kaw); 16. Pedro Gonzalez (Hon); 17. Doug Dubach (Yam); 18. Scott Sheak (Suz); 19. Robbie Skaggs (Kaw); 20. Corey Keeney (Yam).

125 O/A: 1. Steve Lamson (Hon); 2. John Dowd (Yam); 3. Mickael Pichon (Kaw); 4. Buddy Antunez (Kaw); 5. Kevin Windham (Yam); 6. Ezra Lusk (Suz); 7. Casey Johnson (Kaw); 8. Tim Ferry (Suz); 9. James Dobb (Suz); 10. Kim Ashkenazi (Hon); 11. Mike Craig (Hon); 12. Robbie Reynard (Hon); 13. Brian Deegan (Hon); 14. Rusty Holland (Kaw); 15. Chad Pederson (Kaw); 16. Pedro Gonzalez (Hon); 17. Casey Lytle (Hon); 18. Robbie Skaggs (Kaw); 19. Scott Sheak (Suz); 20. Doug Dubach (Yam); 21. Barry Cartsen (Suz); 22. Corey Keeney (Yam); 23. Denny Stephenson (Kaw).

125 AMA NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 13 rounds): 1. Steve Lamson (97/2 wins); 2. Mickael Pichon (74); 3. John Dowd (60); 4. Casey Johnson (52); 5. James Dobb (52); 6. Tim Ferry (49); 7. Buddy Antunez (47); 8. Scott Sheak (46); 9. Brian Deegan (41); 10. Mike Brown (38); 11. Ezra Lusk (36); 12. Damon Huffman (34); 13. Kevin Windham (31); 14. Kim Ashkenazi (31); 15. Larry Brooks (27); 16. Robbie Reynard (19); 17. Barry Carsten (19); 18. Rusty Holland (18); 19. Pedro Gonzalez (15); Tommy Clowers (13).

250 MOTO 1 (30 minutes plus 2 laps): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Brian Swink (Hon); 4. Mike LaRocco (Kaw); 5. Larry Ward (Hon); 6. Damon Bradshaw (Yam); 7. Kyle Lewis (Yam); 8. Phil Lawrence (Kaw); 9. Jimmy Button (Yam); 10. Doug Henry (Yam); 11. Cliff Palmer (Suz); 12. Rich Taylor (Hon); 13. Jason Frenette (Kaw); 14. Kelly Andris (Suz); 15. Kevin Crine (KTM); 16. Pat Gomm (Yam); 17. Ty Wallace (KTM); 18. Atsuta Takateru (Hon); 19. Justin Tiearney (Yam); 20. Bruce Stratton (Hon).

250 MOTO 2 (30 minutes plus 2 laps): 1. Jeremy McGrath (Hon); 2. Greg Albertyn (Suz); 3. Mike LaRocco (Suz); 4. Jeff Emig (Kaw); 5. Phil Lawrence (Kaw); 6. Larry Ward (Hon); 7. Jimmy Button (Yam); 8. Kyle Lewis (Yam); 9. Rich Taylor (Hon); 10. Brian Swink (Hon); 11. Cliff Palmer (Suz); 12. Jason Frenette (Kaw); 13. Damon Bradshaw (Yam); 14. Pat Gomm (Yam); 15. Justin Tiearney (Yam); 16. Ty Wallace (KTM); 17. Kevin Crine (KTM); 18. Doug Henry (Yam); 19. Billy Mercier (Yam); 20. Ty Kady (Suz).

250 O/A: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Mike LaRocco (Suz); 4. Larry Ward (Hon); 5. Brian Swink (Hon); 6. Phil Lawrence (Kaw); 7. Kyle Lewis (Yam); 8. Jimmy Button (Yam); 9. Damon Bradshaw (Yam); 10. Greg Albertyn (Suz); 11. Rich Taylor (Hon); 12. Cliff Palmer (Suz); 13. Jason Frenette (Kaw); 14. Doug Henry (Yam); 15. Pat Gomm (Yam); 16. Kevin Crine (KTM); 17. Ty Wallace (KTM); 18. Justin Tiearney (Yam); 19. Kelly Andris (Hon); 20. Atsuta Takateru (Hon); 21. Billy Mercier (Yam); 22. Ty Kady (Suz); 23. Bruce Stratton (Suz).

AMA 250cc NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 13 rounds): 1. Jeremy McGrath (100/2 wins); 2. Jeff Emig (84); 3. Mike LaRocco (64); 4. Phil Lawrence (56); 5. Damon Bradshaw (56); 6. Kyle Lewis (52); 7. Greg Albertyn (51); 8. Brian Swink (51); 9. Jimmy Button (50); 10. Larry Ward (47); 11. Ryan Hughes (40); 12. Doug Henry (28); 13. Ron Tichenor (26); 14. Rich Taylor (23); 15. Kevin Crine (21); 16. Cliff Palmer (20); 17. Guy Cooper (18); 18. Jason Frenette (17); 19. Jeff Dement (13); 20. Shaun Kalos (10).

(Right) Jeff Emig, the rider who ended McGrath's supercross win streak, went 2-4 for second overall. (Below) After DNFing the first moto, Albertyn came through the pack to finish second. Here, he passes HoT's Larry Ward.

Upcoming Rounds:
Round 3 - San Bernardino, California, May 12
Round 4 - Mount Morris, Pennsylvania, May 26

Briefly...

The Skoal Racing Pro Privateer Challenge Awards were swept by the Great Western Bank/CTi2/Xtreme/AlpineStar team's **Phil Lawrence** and **Buddy Antunez**. Each rider was awarded $500 on the spot by Gerace Communications' Frank Gerace and scored points towards the year-end $5000 reward that will go to the top privateer in each class in the final point standings. Lawrence finished sixth overall in the 250cc class, narrowly edging out Noleen Yamaha's Kyle Lewis. Antunez was fourth overall 125cc privateer and said that he appreciated the award a great deal, though he would only have the money for a short period of time. "I will only see that money from here to the rental car and then it will be my wife's," joked Antunez.

The AMA's mobile scoring and tallying offices, which are run by **Sony Finch** and Jimmy Ellis' mom, suffered a computer blowout during the Hangtown event. "We've been using a new computer program system for supercross and we didn't have the new outdoor program ready for this race, so we went back to the old computer, which has been bullet-proof until then," explained the AMA's Pro Motocross Manager **Duke Finch**. "Whether it was a power surge from the generators we're running off of or just a program crash, it quit printing out the results, so they're having to do it the old-fashioned way - writing out the guys' names, bikes and finishes, then adding up the points." Due to these circumstances the comprehensive AMA National results you usually see here in *Cycle News* are abbreviated this week to the top 20 and will not be official until the numbers are entered into a fresh computer.

Australian **Kim Ashkenazi** had his best effort at Hangtown since finishing second at the San Diego 125cc SX earlier in the year. Ashkenazi paid his own way to America and has given the best U.S. performances for an Aussie since Jeff Leisk competed here in the late 1980s. "I dropped everything at home where I was a six-time National champ to come here and give America a try," said Ashkenazi, who is 21. "This is where the best riders in the world are, and I'm kicking it with them. Tenth is a big improvement from my first day at Gainesville," said Ashkenazi, who put in two solid rides for 10th overall at Hangtown. "I am more comfortable with the bike and I've been trying really hard to improve my speed and fitness every day. I'm hoping that with us traveling across the country now I will find a track I can really click on and get a top-five finish or even a top three. But being in the top 10 for the rest of the year is my goal, and I hope that people will start recognizing me. It was a great feeling this weekend when a couple of kids came up to me and were, like, 'Kim, Kim!' And there were even a few people out there along the track cheering for me. You know, it's really hard being alone and living in a different country. It's good when someone gives you a cheer and makes you feel accepted in another country."

Kim Ashkenazi isn't the only foreigner who scored points at Hangtown. There was also **Mickael Pichon** from France (third 125cc), Great Britain's **James Dobb** (9th 125), Mexico's **Pedro Gonzalez** (16th 125), South African **Greg Albertyn** (10th 250) and Japan's **Atsuta Takateru** (20th 250cc).

The unofficial Iron Man Award for the 1996 Hangtown Classic must go to **Spud Walters**, who posted 5-3 moto scores for third overall in the AMA Western States 4-Stroke Motocross Series on a nearly stock Honda XR400 and then competed in both motos of the 250cc Pro National aboard a privateer Suzuki. Walters didn't fare as well in that race, finishing outside the points both times out.

Ed Longacre, Ezra Lusk's factory mechanic for Team Suzuki, suffered a horrifying injury on Saturday when a toolbox he was unloading from the Suzuki truck crushed his hand. "I was just rolling a toolbox out and it bit me," said Longacre, who crushed his right hand and was wearing a huge cast in the pits on Sunday. "I shattered a bone in my middle finger and part of it came out of the bottom. They put a pin in last night and put in a bunch of stitches in it and sent me on my way. I go back to the doctor Monday and see how many weeks I'm out." It was the first injury Longacre has ever suffered working on bikes. Unable to write on the pit board, Longacre was replaced by **Tony Berluti**, who is still waiting for the injured Craig Decker to get his doctor's okay to start racing again after last June's Las Vegas SX back injury. "Tony did an excellent job and I couldn't have done better myself," said Longacre, who will probably miss next weekend's Glen Helen MX Nationals but is almost 100 percent sure he will be at the final supercross in Denver, May 18. "I've got to be there because Ezra's going to get that third spot in the final standings and I would like to be there for that," said Longacre.

Hangtown marked the first race for **Jeremy McGrath** after his record-breaking winning streak ended at 13 straight supercrosses and 17 races overall. What did McGrath do differently? "I've got a new helmet and a brand-new set of boots," said McGrath before the race. "I guess it's time to start something new." For those of you counting at home, McGrath still has some winning streaks going. He has won five straight 250cc Nationals going back to August '95 and nine straight moto wins going back to last year's Washougal National.

The Hangtown race marked the first real outing for American Honda/Primal Impulse/Bill's Pipe-backed **Robbie Reynard** in 1996. Reynard injured his neck at an arenacross race in early January and basically missed the entire 1996 AMA Supercross Series. "I started riding right around Gainesville and I've just been trying to get ready and get fast for the outdoor Nationals," said Reynard, who will turn 19 at the end of this month. "I've been putting in 30-minute motos, and I felt like I was really ready until I got here, but now I'm tight. I feel like I'm up there with everyone, but I want to be a little better than everyone." Remember, before Reynard hurt his knee late last summer he won three straight 125cc National motos, including the overall at Millville, Minnesota. "I came here just hoping to ride in the top 10 and not get hurt. After a few races I think I'll be right back up there where I was." Reynard also took time during his injury to stay with his class at West Moore High School in his hometown of Moore, Oklahoma. Reynard's proud parents announced that he will graduate on schedule on May 23.

"The big rig is still down," said Team SplitFire/Pro Circuit's **Jim "Bones" Bacon** of the team's missing-in-action semi-hauler, which was involved in a traffic accident just before the Charlotte SX two weeks ago. The team was using two box vans to support the quartet of Mickael Pichon, Casey Johnson, Rusty Holland and Chad Pederson. "It will be out for about a month because they have to cut the back of it off, skin it and fix a part of the frame. And after a month at the body shop they're going to have to repaint it." Until the rig is back in action Pro Circuit might be using Kawasaki's truck since the team is scheduled to debut their new big rig next weekend at the Glen Helen Nationals.

Speaking of Team SplitFire/Pro Circuit, **Chad Pederson** made his first appearance since his big crash at January's Minneapolis Supercross when he broke his arm. "I've got about a month of riding in and I've been training for a long time, even when I had my cast on," said Pederson, who hails from Iowa. "I should be in pretty good shape and hopefully the injury is behind me." Pederson suffered a cracked arm and a concussion when he landed on the cement alongside the track. The Kawasaki rider made the 40-rider 125cc National feature at Hangtown and finished a strong ninth in the first moto but crashed out of contention at the beginning of race two.

Team Kawasaki's **Jeff Emig** was all alone again on Sunday as the Kawasaki big rig was emptier than a strip bar in Utah. Teammates **Damon Huffman** and **Ryan Hughes** remained at home with the injuries each suffered in the AMA Supercross Series. According to his mechanic Brian Lunniss, the status of Huffman's injured knee is still up in the air and doctors want to wait two more weeks for swelling to go down before they decide whether or not he will need season-ending knee surgery. As for Hughes, he had his broken jaw plated this week and will probably be out until early June.

A privateer service debuted this weekend at Hangtown called **Moto-TransPro**. "What we're doing is taking the privateers who otherwise can't afford to travel the National circuit and helping them there by carrying their bikes and equipment for them," said **Scott Keller**, the founder of the project. "We'll load their bikes and equipment and take them around to the races so that privateers can go home to work or be with their families or whatever. We have two guys using the service to start with and we can hold up to 12. We'll take the bikes and deliver them at tech inspection the next weekend, or Friday practice or however the weekend schedule works out." The charge is $250 per week and includes racing fuel and the use of Moto-TransPro's tools and equipment. Interested privateers can contact Keller at the races. **Ben Shank** and **Jeff Pestana** were the first riders to sign up for the service.

MX in Southern California

Carlsbad Raceway - home of the most famous first turn in motocross. Here, Johnny O'Mara grabs the holeshot in the 250cc Support race at the 500cc U.S. GP in 1982.

The upcoming National MX at Glen Helen OHV Park on May 12 marks the return of National motocross to the Southern California area, a one time hotbed for motocross racing. Ever since the closing of Saddleback Park and other significant tracks in the mid '80s, National MX events in Southern California have been few and far between. We thought we'd look back at some of the more memorable moments in the rich history of motocross in the southern half of the Golden State.

By Eric Johnson
Photos from *Cycle News* Archives

"We all knew that someone was going to go out and jump it," lamented former Team Honda factory rider Goat Breker. "Suicide Mountain was easily one of the most intimidating obstacles I have ever encountered. I think Magoo (Danny Chandler), who was my teammate at the time, jumped it first. Then I knew I was going to have to go out and do it as well."

When the AMA Outdoor National Motocross Series rolled into Southern California's infamous Saddleback Park that weekend in April of 1983, no one had any idea of what was waiting for them. Saddleback, notorious for conjuring up awe-inspiring, ominous track sections, had a big one up its sleeve this time. Saddleback Park's "Suicide Mountain" was one of the most feared and loathed track obstacles in motocross history.

"Suicide Mountain was bad," said Breker. "It was two massive, terraced jumps - almost shelf-like. And there was a road running between them. In order to clear it, you had to hit the thing in fourth gear on a 500. To make matters worse, there was a telephone pole on the immediate left side of the thing and we were just missing it. In fact, I clipped my handlebars and helmet on it a couple times in practice. You had to be careful not to overjump the thing as well. It required a lot of timing. It was just *frightening*.

"Only a handful of riders jumped it that day. Danny Chandler, of course, Broc Glover, myself, and a few of the 250cc guys jumped it. And I think Jeff Ward and Johnny (O'Mara) both jumped it once in the 125cc practice, but that was it for them." How did Breker finish that afternoon? "I led the first moto before breaking a sprocket right at the very end. I came back and won the second moto."

Saddleback Park and the aforementioned Suicide Mountain are all part of the folklore of Southern California motocross. When the 1996 AMA Glen Helen 125cc/250cc National ignites next week, it will begin a new chapter in the fabled, on-again, off-again history of National Championship motocross in Southern California. The lower part of the Golden State has long had a rich tradition of big-time professional motocross racing and has been the sight of many memorable races dating back to the mid 1960's.

In 1972, after holding a plethora of Inter-Am races, in which the European iron men (who were then dominating the sport) would take on America's best (who were just getting up to speed in the new-found sport), the American Motorcyclists Association chose Saddleback Park in Orange, California, and Carlsbad Raceway in northern San Diego county as the Southern California venues for their fledgling 250 and 500cc National Championship series.

On May 21, 1972, Brad Lackey of Northern California won the 500cc class and Jim Pomeroy of Washington state took the 250cc class in the first true AMA MX National to be held in Southern California. Ironically, in the next few years both Lackey and Pomeroy would move to Europe in order to compete with the Europeans - then the world's best by far. Isn't it ironic that today top international pilots like Greg Albertyn (of South Africa) and Mickael Pichon (of France) now come to America in order to compete in what's considered to be the world's most prestigious series?

Back to 1972, the very next Sunday, in the sun-baked, adobe hills of Carlsbad, the CZ-mounted Lackey again won the 500cc class while Gary Jones, a young Southern California-based rider, would claim the 250cc division. These two riders would then march on to win the first AMA 500 and 250cc National Championship series that year. As an interesting footnote, the AMA also held national championship events later that fall at Carlsbad and Saddleback as part of the high-profile Trans-AMA Series. Since the Americans were competing against the omnipotent, nearly unbeatable Europeans, the AMA would score the "Top American" as the National winner. Pretty bizarre, huh? By the way, Brad Lackey and San Diego native Marty Tripes were Top Americans at the two respective events.

In 1973, the AMA National Championship circuit visited Southern California twice - both times as a stop of the combined AMA and Inter-Am series. On July 6, the 250cc division competed in Los Angeles, where Marty Tripes claimed Top American honors. On December 2, Pierre Karsmakers took the Top American honors at Saddleback. While Karsmakers originally hailed from Holland, he was racing as a part of the AMA National Championship series and was considered an American. Karsmakers is credited with being the standard, or "rabbit," the young American racers would chase around in an effort to get up to speed on the international level.

In 1974, the AMA did away with the combined National and Inter-Am Championship series, instead setting their sights on developing the modern day American National series. On April 14, the AMA circuit visited Moorpark, California (just outside of Los Angeles), to wage competition in a combined 250 and 500cc National. Again, Dutch-American Pierre Karsmakers took the 250cc overall, while a young CZ-mounted privateer from Bristol, Pennsylvania, named Tony DiStefano, won the 500cc class (his first-ever National win). Encouraged by his success in Southern California, DiStefano would go on to finish a strong second overall in the 1974 AMA 500cc National point standings. 1974 would also be the first year the AMA would recognize the 125cc National Championship division. Strangely enough, the 125cc circuit would not visit Southern California until 1978, instead racing at the old Hangtown circuit in Plymouth, California. In fact, the present-day Hangtown National has been in existence since 1974 (although the track moved to the Rancho Cordova area in 1979). Marty Smith of San Diego, California - considered by most to be the first real star of American motocross - would win the first 125cc National at Plymouth and go on to clinch the inaugural 125cc National Championship title.

In 1975, 1976 and 1977 the AMA circuit, for one reason or another, swerved clear of the Southern California area. That said, the legendary 500cc Carlsbad U.S. GP was a smashing success throughout this time period. The U.S. GP pitted the best 500cc riders from Europe against the vastly improved Americans on the sun-scorched, baked-adobe, concrete-hard Carlsbad circuit. During this era, the Carlsbad U.S. GP (complete with 6-month tape-delayed coverage on ABCs Wide World of Sports) was far and away the most important motocross race in the United States.

Finally, on April 16, 1978, the AMA National MX circuit made a gallant return to Southern California in the form of a combined 125/250cc National at Trabuco Canyon (located just a few miles away from Saddleback Park in Orange County). That afternoon the Yamaha one-two punch of 250cc pilot Bob Hannah and defending 125cc National Champion Broc Glover smoked the rest of the field. Hannah and Glover were on a roll as the two had also won the aforementioned Hangtown National the previous Sunday. In fact, the Trabuco Canyon National would end up being Hannah's second win in a consecutive win streak odyssey that would last eight races long. Hannah would easily clinch the 1978 AMA 250cc National Championship, while Glover rode to his second consecutive 125cc National Championship title.

On April 1, 1979, a combined 125/250cc National took place at Saddleback Park. The now legendary baked-hard, high-speed, Saddleback circuit, located just outside of the growing suburban landscape of Irvine, was in stunning form that afternoon. The day would be quite eventful as Hannah was mercilessly tormented by a then-unknown wild man from Northern California named Danny "Magoo" Chandler. Chandler, aboard a privateer Maico, would go toe-to-toe with Hannah during both volatile motos. In the first moto, Chandler dogged Hannah around the intimidating Saddleback circuit, actually leading on more than one

occasion. Raging at full-tilt and bouncing and ricocheting off everything in sight, Magoo was on a mission. Hannah would later claim that Chandler - and his wild riding antics - had him spooked. But it was not over at that.

As the moto wound down, Chandler approached an uphill jump that had an old roadway going through it. On the other side of the roadway was another jump. No one in his right mind had ever dreamed of jumping both at once - except Chandler. In the heat of battle, and with Hannah on his rear fender, Chandler laughed in the face of death, pinned the throttle to the stops, and launched his Maico over the ghastly chasm. The crowd that was congregated at the base of the obstacle stared on, slack-jawed, in a mixed emotional state of awe and disbelief - then let out a roar of approval. By the time Chandler had come back around the circuit towards the "double jump," the crowd numbered in the thousands. He then jumped it again.

A few laps later, Hannah, not to be outdone (and not wanting to be beaten) built up his courage and lofted his factory Yamaha over the second jump. Eventually, and to the lament of the crowd, Chandler's Maico engine would go south, handing the moto win over to Hannah. No matter. With his bravery and wild riding, topped off by his now infamous leap, Chandler became a legend that afternoon. To this day, the "Magoo Double Jump" is still a major part of American motocross folklore.

In the second moto, Chandler again went after Hannah, obtaining the lead at one point, only to pull over and wave Hannah by! The red-haired crazy man then fell into place behind Hurricane Hannah, stalking and shadowing him corner after corner. Down the granite-faced, ominous elevator drop known as "Banzai Hill," and up and over the hairball Magoo Double Jump, Hannah could not shake the overrevved Maico. As all good things must, Magoo's Cinderella ride had to end as his over-taxed Maico transmission had enough, packing up and going to pieces halfway through the moto. Hannah would go on to win the moto and the overall, while Yamaha teammate Broc Glover left Orange County with the 125cc National win.

On March 30, 1980, the AMA circuit pulled into Saddleback Park to do battle in a combined 125/250cc National. But things were a bit different on the circuit in '80s. Hannah had severely broken his leg in a water-skiing accident and was out for the year, while Glover, who had dominated the 125cc division for the last three seasons, was now being stalked by a number of fast, young, and aggressive quarter-liter competitors.

At the Saddleback National, Suzuki factory rider and former minicycle sensation Brian Myerscough, of Calimesa, raged to a 1-1 moto sweep. Myerscough just disappeared in both motos, leaving National Champion Glover and title contender Mark Barnett (who had won the Sunday before at Hangtown) in his wake. Myerscough had grown up near the Saddleback circuit and had ridden to numerous National minicycle titles at the venue - including the prestigious 80cc-based International Race of Champions. Sadly, Myerscough would not win another AMA National due to a medical problem known as hypoglycemia, a disease that wreaks havoc on the blood-sugar level. The disorder would ultimately sabotage Myerscough's career. Meanwhile in the 250cc division, Texan Kent Howerton made the most of Hannah's absence, trouncing the field to take home the Saddleback National win. Howerton would go on to clinch the 1980 AMA 250cc National Championship in commanding fashion.

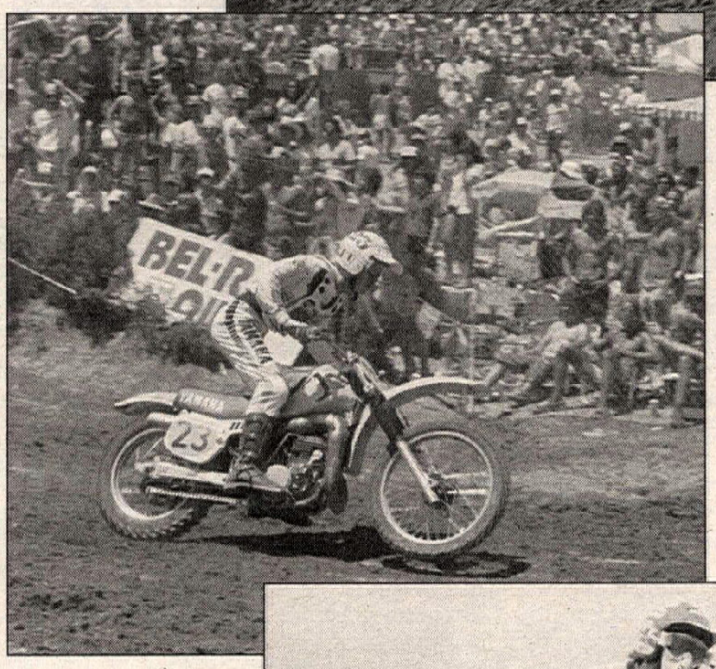
The 1981 Saddleback National would again prove to be a wild affair as Hannah was returning to competition with fire in his eyes, eager to reclaim the 250cc National Championship title that he (and many others) felt was rightfully his. After being soundly defeated by defending class champion Howerton the previous Sunday at the Sacramento-based Hangtown National, Hannah showed up at Saddleback hell-bent on winning. So much so that nothing - not even the rule book - was going to stop him.

Both motos wound up being barbanging ramathon's between the two ego-fueled superstars. At one point, Hannah center-punched Howerton into oblivion, knocking him to the ground. The take-out move resulted in a torn and frayed Howerton and a severely tweaked Suzuki. Howerton came charging back like a man possessed, looking like a crazy man with missing goggles, no helmet visor, and steam coming out of his ears. But it was all for naught. He ended up settling for second in the moto and second overall. When the dust and screaming subsided, the '81 Saddleback National was considered by many railbirds to be the most blatantly violent display of dirty riding tactics since the Russians did their hatchet job on Czech Jaraslov Falta at the 1974 Swiss Grand Prix at Payerne (which ultimately cost Falta the 250cc World Championship). Hannah would later claim in an interview, "I would have won that day if I had square wheels on my bike." In the less-controversial 125cc division, Barnett took his potent factory Suzuki to wire-to-wire moto wins. No one else was in the same league.

In mid-August, the AMA staged the final 125/500cc National of the year at Carlsbad. Glover from nearby El Cajon took the National win before the hometown crowd, clinching the 1981 500cc National Championship. In the 125cc class, Johnny O'Mara, Honda's main man in the 125cc class, claimed his first AMA National win. The win, however, was somewhat hollow. Barnett had gone on a tear throughout the Summer of '81 winning every single moto leading into the Carlsbad National, a feat that had never been accomplished before. Carlsbad was to be the venue where Barnett capped off a perfect season. However, it wasn't to be. During a midweek practice session, Barnett broke his collarbone putting an end to his phenomenal '81 campaign. He didn't even bother to show up at Carlsbad. Also on an interesting note, a 16-year-old, Yamaha-mounted, 125cc semi-privateer named Rick Johnson took his first moto win at the Carlsbad National. It would be the first of many.

On a sunny April afternoon in 1982 at Saddleback, Barnett of Team Suzuki and Glover of Team Yamaha rode away to convincing wins in the 125cc and 250cc divisions respectively. For Barnett, the win would set the stage for his third consecutive 125cc National Championship. Glover, meanwhile, was caught up in an epic struggle for supremacy in the 250cc division. From the first moto at Hangtown, it was apparent to all that the '82 250cc National Championship was going to be an all-out war between Glover, teen sensation Rick Johnson, and Team Honda's Donnie Hansen. Johnson would ultimately head the standings going into the final round of the series, which was to be held on a dusty, hill-infested circuit in Castle Rock, Colorado. In the first moto, Johnson, eager to claim his first AMA National Championship, let impatience and inexperience foil his quest as he overshot a jump while chasing down Hansen. The mistake resulted in a collapsed wheel, thus ending Johnson's title hopes. Hansen went on to take the points and the title.

(Right) Brian Myerscough won his last National at the long-since-gone Saddleback Park in 1980.



The U.S. GP at Carlsbad was perhaps the most significant MX event. The GPs always attracted huge crowds as well as camera crews from ABC's Wide World of Sports. It was one of the show's most popular features.

(Right) One of Northern California's most popular MXers ever was also a big part of Southern California's MX folklore. Danny "Magoo" Chandler was the first to jump Saddleback's Suicide Mountain.

In mid-August, a 125/500cc National was held before a sparse crowd at the now rapidly decaying and dilapidated Carlsbad Raceway. Barnett claimed the 125cc win and a relatively unknown factory Suzuki rider named Alan King of Troy, Michigan, left the seaside town with the 500cc National win.

To throw the American motocross community a bit of a curve ball, the AMA laid down an edict that for the 1983 season, all three National classes (125, 250 and 500cc) were to run on the same day. Thus, on April 10, 1983, the American motocross circus pulled into Saddleback Park for a busy, hectic day of racing. In the ultra-competitive 125cc division, O'Mara of Team Honda took the measure of Barnett and set off on a mission that would ultimately conclude with the 125cc National Championship that he and Honda so desperately sought. In the 250cc division, Hannah, now aboard a hand-built, one-off, factory Honda, took a resounding, inspiring win. Hannah would end up completely dominating the class before breaking his wrist midway through the season. In the 500cc division, Northern California wild man Chandler of Team Honda took the National win over Glover, Breker and Howerton.

1983 was also the year that the legendary obstacle Suicide Mountain was to enter the American motocross vernacular. Initially thought to be a steep, multiterraced uphill, the whole "interpretation" of the section changed in the bat of an eye when Chandler rolled on the gas of his big 500 and launched from one blind ledge to the next. The vertical jump was said to measure over 50 feet - all of it over a blind void. Every big-bore rider present that day was severely bummed out because they all now had to go out and jump it as well. To this day, many riders claim that Suicide Mountain was the scariest piece of real estate they had ever faced on a motocross or supercross track.

Continued on page 53

Round 3: Delaware State Fairgrounds

Rain halts HM; 883s to Hacker

By Dave Hoenig
Photos by Flat Trak Fotos

HARRINGTON, DE, MAY 4

The AMA Grand National Championship Series stormed onto the Delaware State Fairgrounds as the young 1996 season began in earnest, but sadly for everyone involved the Rolling Thunder Show was also accompanied by lightning and heavy rains just as the National staged on the starting line.

Besieged by a week-long series of rainstorms, the racing surface of the limestone half-mile remained in relatively good condition. However, the preferred outside line developed a deep cushion that required dragging between each race.

Despite local weather forecasts, the annoying early afternoon sprinkles were replaced by clearing skies with sunshine as practice started right on time.

While no one was pleased by the turn of events, Total Control Racing's Will Davis was able to claim the lion's share of the $35,000 purse.

"We changed a few things for the National, and I think we were really ready," Davis said. "I guess now we'll never know. Someone came by a little while ago and said we would be coming back tomorrow (Sunday) and starting over from scratch. I said, 'No way! That ain't going to happen. Once we've run over 60 percent of the race it's history.' I didn't gain any points tonight, but I didn't lose any either."

Rewarded with second-place money was six-time and defending AMA Grand National Champion Scott Parker. "We were ready to race, it's too bad," said the Harley-Davidson factory-sponsored Michigander, who was looking for his 72nd Grand National win and an improvement on his current fifth-place position in the 1996 point standings.

"I sure wish we could have gotten this in tonight, but I don't want to have to spend another night in Delaware to do it," said TCR-backed third-heat winner Kevin Atherton.

The only serious incident of the night came on lap four of the third heat as Steel-Masters rider Don Estep fell headfirst in turn three. Lance Jones was forced to lay down his bike to miss the motionless Estep, who was reportedly still unconscious when he was transported to Christiana Hospital. Estep remained in the Intensive Care Unit on Monday, May 6, but he was listed in satisfactory condition and was expected to be released within 48 hours.

883 NATIONAL

Seventeen riders blasted into turn one of the 12-lap AMA 883 National, led by Spectro-Moroney's Harley-Davidson's Nate "Gator" Wait. Georgie Price and defending 883 Champion Mike Hacker were right behind. Wait and Price held their positions at the end of lap one, but Hacker slipped to sixth behind Rob Miller, Jess Roeder and J.R. Schnabel.

However, Hacker was on the move, taking third on lap two and sweeping past Price into second on lap three. Hacker then began the process of reeling in his Spectro-Moroney's teammate.

At the halfway point, Hacker was all over Wait.

"I watched his lines and had to figure a way around, but I don't even know where I actually passed him," the tired Hacker said. "Now I have to go out and do it again in the GNC semi."

After Hacker got by, he was able to slightly pull away. Wait held a large advantage over Price.

"Our bikes (his and Hacker's) are the same, so I guess I'll just have to try harder next time," Wait said.

Price had his hands full holding off the Wimer's/Mike's H-D/Roeder H-D-backed Roeder and John Parker Racing's Schnabel.

"I'm really impressed with the way this bike runs," Price said of his DPC Racing Sportster. "It's very strong. We're going to be in there the rest of the year."

Jason Fletcher pushed his Spectro-Moroney's bike past Howell's H-D's Rob Miller on the last lap for sixth. Shaun Russel was the first of the fleet of Bartels' H-D riders as he held off Lancaster H-D's Randy Texter for eighth. Corbin Racing's Lonnie Pauley rounded out the top 10. CN

Delaware State Fairgrounds
Harrington, Delaware
Results: May 5, 1996 (Round 3 of 24)

HEAT 1 (10 laps; 9 riders, top 3 transfer): 1. Will Davis (H-D); 2. Geo Roeder II (H-D); 3. Rich King (Hon); 4. Mike Hacker (H-D); 5. Tommy Hayden (H-D); 6. J.R. Schnabel (H-D); 7. Nate Wait (H-D); 8. Les Washbon (H-D); 9. Jim McIlvena (H-D).
Time: 4 min., 25.35 sec.

HEAT 2 (10 laps; 10 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Ricky Graham (Hon); 3. Terry Poovey (Hon); 4. Ken Coolbeth (H-D); 5. Jason Fletcher (H-D); 6. Brent Armbruster (H-D); 7. Chance Darling (Hon); 8. Eric Bostrom (H-D); 9. Randy Texter (H-D); 10. Randy Shank II (H-D).
Time: 4 min., 29.15 sec.

HEAT 3 (10 laps; 10 riders, top 3 transfer): 1. Kevin Atherton (H-D); 2. Steve Morehead (H-D); 3. Kevin Varnes Hon); 4. Scott Buchan (H-D); 5. Mike Varnes (H-D); 6. Ken Mohler (H-D); 7. Paul Bergstrom (Hon); 8. Gary Rogers (Hon); 9. Lance Jones (H-D); 10. Don Estep (H-D).
Time: None due to red flag.

HEAT 4 (10 laps; 10 riders, top 3 transfer): 1. Chris Evans (H-D); 2. Dan Butler (H-D); 3. Joe Kopp (H-D); 4. Dave Camlin (H-D); 5. Steve Beattie (H-D); 6. Ian Segedy (H-D); 7. Georgie Price IV (H-D); 8. Brett Landes (Hon); 9. Keith Jacobsen (H-D); 10. Rob Gette (H-D).
Time: 4 min., 32.41 sec.

SEMI 1 (8 laps; 9 riders, top 2 transfer): 1. Steve Beattie (H-D); 2. Mike Hacker (H-D); 3. Jason Fletcher (H-D); 4. Brett Landes (Hon); 5. Nate Wait (H-D); 6. Eric Bostrom (H-D); 7. Ken Mohler (H-D); 8. Lance Jones (H-D); 9. Randy Shank II (H-D).
Time: 3 min., 36.92 sec.

SEMI 2 (8 laps; 9 riders, top 2 transfer): 1. Ken Coolbeth (H-D); 2. Chance Darling (H-D); 3. Tommy Hayden (H-D); 4. Mike Varnes (H-D); 5. Ian Segedy (H-D); 6. Keith Jacobsen (H-D); 7. Rob Gette (H-D); 8. Gary Rogers (Hon); 9. Les Washbon (H-D).
Time: 3 min., 38.34 sec.

SEMI 3 (8 laps; 9 riders, top 2 transfer): 1. Dave Camlin (H-D); 2. Brent Armbruster (H-D); 3. Scott Buchan (H-D); 4. Georgie Price IV (H-D); 5. J.R. Schnabel (H-D); 6. Jim McIlvena (H-D); 7. Paul Bergstrom (Hon); 8. Randy Texter (H-D); 9. Don Estep (H-D).
Time: 3 min., 39.38 sec.

GRAND NATIONAL (18 riders; Rained out. Paid off as qualified with no points awarded): 1. Will Davis (H-D); 2. Scott Parker (H-D); 3. Chris Evans (H-D); 4. Kevin Atherton (H-D); 5. Geo Roeder II (H-D); 6. Ricky Graham (Hon); 7. Dan Butler (H-D); 8. Steve Morehead (H-D); 9. Rich King (Hon); 10. Terry Poovey (Hon); 11. Joe Kopp (H-D); 12. Kevin Varnes (Hon); 13. Steve Beattie (H-D); 14. Ken Coolbeth (H-D); 15. Dave Camlin (H-D); 16. Mike Hacker (H-D); 17. Chance Darling (Hon); 18. Brent Armbruster (H-D).

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 24 rounds): 1. Will Davis (42 points/1 win); 2. Rich King (30); 3. (TIE) Ricky Graham/Kevin Varnes (29); 5. Scott Parker (28/1); 6. Joe Kopp (26); 7. Kevin Atherton (25); 8. Brett Landes (20); 9. Jay Springsteen (16); 10. Georgie Price IV (14); 11. Kenny Coolbeth (13); 12. Dave Camlin (12); 13. (TIE) Ronnie Jones/Terry Poovey (11); 15. Steve Morehead (10); 16. Charlie Orr (8); 17. Chris Evans (7); 18. (TIE) Bret Beyer/Mike Varnes (6); 20. Dan Butler (4).

883 NATIONAL (12 laps; 17 riders): 1. Mike Hacker; 2. Nate Wait; 3. Georgie Price IV; 4. Jess Roeder; 5. J.R. Schnabel; 6. Jason Fletcher; 7. Rob Miller; 8. Shaun Russell; 9. Randy Texter; 10. Lonnie Pauley; 11. Johnny Murphree; 12. Billy Martin; 13. Rob Gette; 14. Lance Jones; 15. Robert Buffington; 16. John Faulkner; 17. Scott Stump.
Time: 5 min., 42.33 sec.

AMA 883cc National Dirt Track Series Point Standings (After 2 of 15 rounds): 1. Mike Hacker (39 points/1 win); 2. Jess Roeder (38/1); 3. Nate Wait (34); 4. Shaun Russell (25); 5. J.R. Schnabel (23); 6. Georgie Price IV (22); 7. Scott Stump (21); 8. Johnny Murphree (15); 9. (TIE) Jason Fletcher/Jay Springsteen (13); 11. (TIE) Rob Miller/Matt Wait/Lonnie Pauley (12); 14. Dale Jenneman (11); 15. (TIE) John Wincewicz/Randy Texter (10); 17. Don Howard (8); 18. Billy Martin (7); 19. Rob Gette (6); 20. (TIE) Lance Jones/Eric Bostrom (5).

(Above) Reigning champion Mike Hacker (1) pulled off the AMA 883 National main-event win at the Delaware State Fairgrounds. (Right) Wait (67z) led the main event just past the halfway point and went on to finish second.

Upcoming Rounds:
Round 4 - Springfield, Illinois, May 26
Round 5 - LaSalle, Illinois, June 1

Briefly...

Had **Scott Parker** been able to foresee the future he might have ridden his heat a little differently. Being four seconds slower than Will Davis in their heats cost the current Grand National Champion $1085. Davis pocketed $4210 to Parker's $3125.

The second biggest loser in the Donnie Estep spill was TCR's **Kevin Atherton**, who appeared to be headed to the quickest heat when it was red-flagged. Because his race received no time, Atherton was relegated to fourth-place money. It was $2790 less than his teammate's winning share.

Forty-one riders signed up for the 750cc GNC class, but the field dwindled to 39 as **Paul Lynch** dropped out with mechanical problems and crowd favorite **Jay Springsteen** fell ill early in the afternoon. This time it was the flu rather than the stomach problems that have plagued the former three-time Grand National Champion in the past.

Bartels' H-D's **Eric Bostrom** rode the ill Springsteen's 883, but a 10th-place heat finish left Bostrom out of the 883 National.

ESAB's **Phil Wickersham** announced that during the live telecast of the Illinois Motorcycle Dealers Association's Springfield Mile on the Sunday of Memorial Day weekend, the **ESAB Mechanic of the Mile** will be chosen. "The winner of the award will be presented a $700 Oxweld welding torch along with a jacket, cap and plaque," Wickersham said. ESAB will also be sponsoring a helmet camera for the WTBS coverage of the race.

More good news for television-viewing dirt track fans: The IMDA's **DuQuoin Mile** will be **televised live** on CBS. The race will be on the DuQuoin State Fairgrounds mile oval on July 14.

Along with a $1000 payday, defending AMA 883 National Champion **Mike Hacker** once again took over the points lead. Hacker leads fellow winner **Jess Roeder** by one point, 39-38.

WINDSTORM DEVASTATES ST. LOUIS.

EXPECTED TO RETURN NEXT YEAR.

The windstorms have been hitting hard for months now, in Minneapolis, Anaheim, Seattle—even Houston.

Now St. Louis has been destroyed.

All this high pressure is coming from Kevin *"Windstorm"* Windham and his Yamaha YZ125. Like a tornado to a trailer park, Windstorm is just naturally attracted to the AMA 125cc Western Regional Supercross Series.

This time, the Windstorm hit St. Louis with such force that, right from the start, no one could get close to him. When Windstorm blew past the checkered flag, there was a full ten seconds of dead air before anyone else dared to cross the finish line.

As if that wasn't enough, there's an official prediction from Yamaha Weather Central: Kevin "Windstorm" Windham and his YZ125 will hit St. Louis again next year.

Do you suppose they have storm shutters for supercross stadiums?

YAMAHA

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.©1996 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

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Since making its debut as one of the top values in motorcycling dollar-wise, and one of the most versatile bikes available performance-wise, Yamaha's SECA II ® has continued to move as quickly off the showroom floor as it does on twisty back roads.

In 1996, Yamaha has taken the SECA II's already sleek styling and enhanced the look by adding a lower cowl as standard equipment. The genesis inspired engine, cradled by a large diameter frame, sports true downdraft carburetors for superb torque, a lofty rev-range and exceptional smoothness throughout the entire powerband. With this combination of engine and frame, the SECA II is as comfortable cruising the highway as it is on tight country back roads.

The SECA II has the precision handling of its super-sport brethren courtesy of its advanced frame and performance-minded 38mm front forks. In the rear the SECA II utilizes an oval section swingarm for strength to keep the rider in control while employing link-type single shock rear suspension.

To complement the bike's superbly engineered versatility is a comfortable seat that leaves the rider with an agile seating position which is comfortable enough for long cruises and easy two-up riding. Combine this with a fuel tank sufficient for long-range cruising and a low-profile slotted wind screen for wind protection and style, a rider can go a long way on the SECA II.

In 1996, the SECA II will be offered in Black or Red color schemes and is available at participating Yamaha dealerships nationwide.

The 1996 Seca II; Motorcycling Versatility

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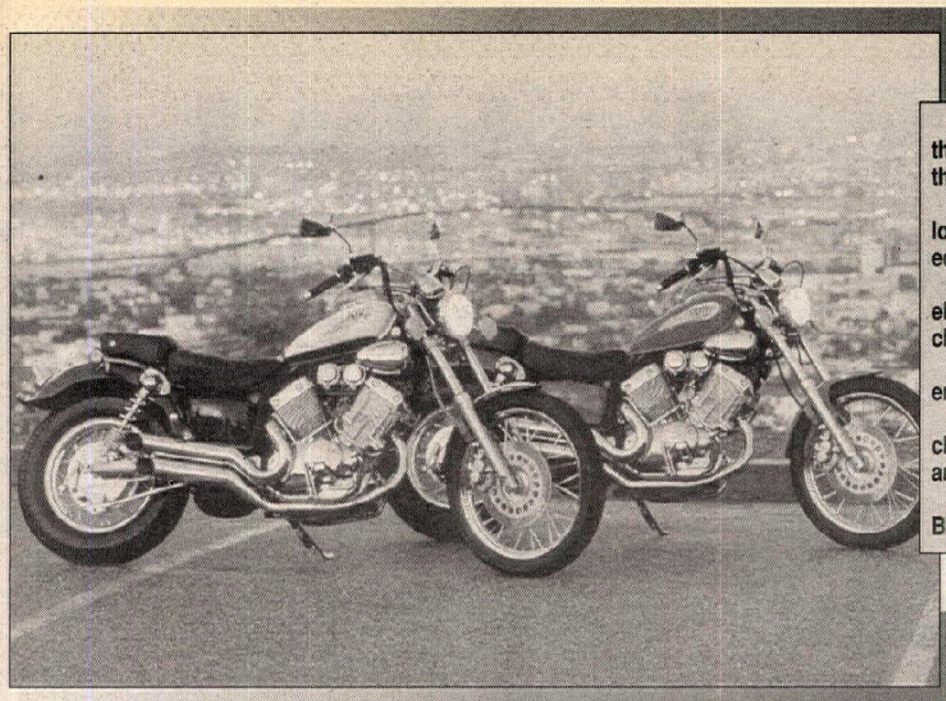


The Virago 535 and 535 Special

When purchasing a cruiser, authenticity and tradition are paramount considerations, and this is there the competition falls short. Yamaha offers two mid-sized cruisers that embody the classic look most people are looking for in a motorcycle; the Virago 535 and 535 Special.

The Yamaha cruisers have genuine V-twin engines, low-slung frames, stylish chromed looks and a distinct bass exhaust note. The plush, raked-put front forks, the forward mounted footpegs and the low seat put the rider in the classic cruising position.

Other standard Virago tech features include a low-maintenance shaft drive, worry-free electronic ignition and dual-piston front disc brakes. And to add style to the cruisers are real chrome wire-spoke wheels, dual bobbed exhaust and a fat rear tire.

Such features combined with the chromed rear brake plates and the highly polished engine components make the Virago a very desirable ride.

The Virago Special includes extra features such as polished and chromed engine cases, clutch lever, brake lever, horn and carburetor covers. It also sports a deeply upholstered seat and a detailed two-toned color scheme.

The 1996 Virago 535 comes in Fire Red while the 535 Special is two-tone Traditional Blue/White. Both are available at participating Yamaha dealers nationwide.

The 1996 FZR600: Performance and Refinement

Since its inception, the Yamaha FZR600™ has remained a favorite among 600cc sport bike enthusiasts.

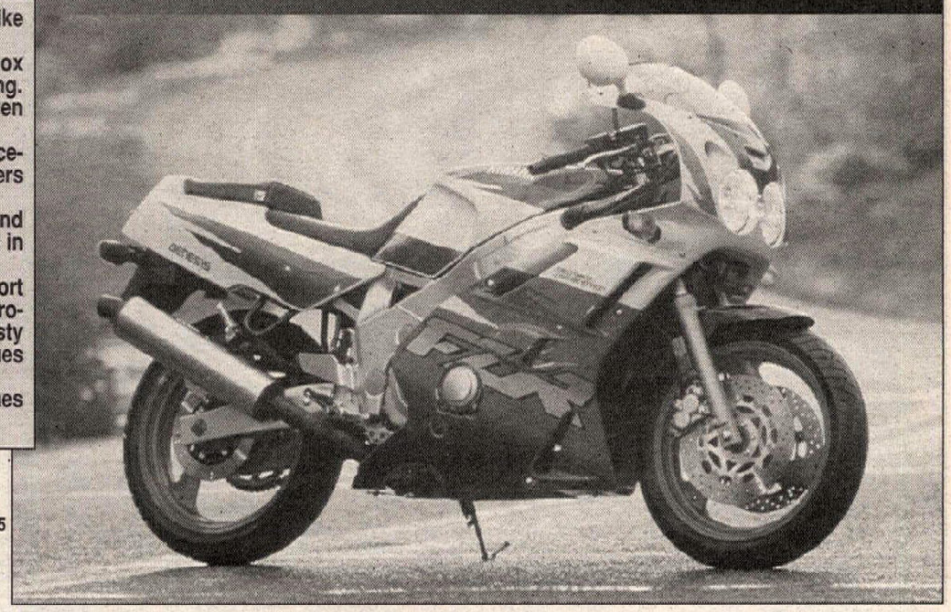
When the road gets twisty, the FZR shines. Thanks to Yamaha's race-developed Deltabox frame and swingarm design, the FZR possesses unmatched precision steering and handling. With the FZR's trademark agility and suspension feedback, the rider feels confident either when upright and at speed or when heeled over in a turn.

The heart of the machine is its power plant, a liquid cooled 599cc engine with Yamaha's race-proven, Genesis design. With smooth, controllable power provided by forward inclined cylinders which are fed by four straight-intake

32mm Mikuni carburetors, the FZR is a model of efficiency. To keep all of this power and speed in check the FZR600 comes with dual 298mm disc brakes up front, and a 245mm disc in the rear.

Surrounding all of this high-tech super-sport hardware is one of the most comfortable sport bike designs around. In paying as much attention to ergonomics as to performance, Yamaha produced a bike that is as accommodating on the freeway and in the city as it is carving up twisty canyons and backroads. In the end, potential buyers are given one of the best sport bike values available.

In 1996 the FZR600 is offered in White/Red/Purple and Dark Silver/Red/Black color schemes and is available at participating Yamaha dealers nationwide.



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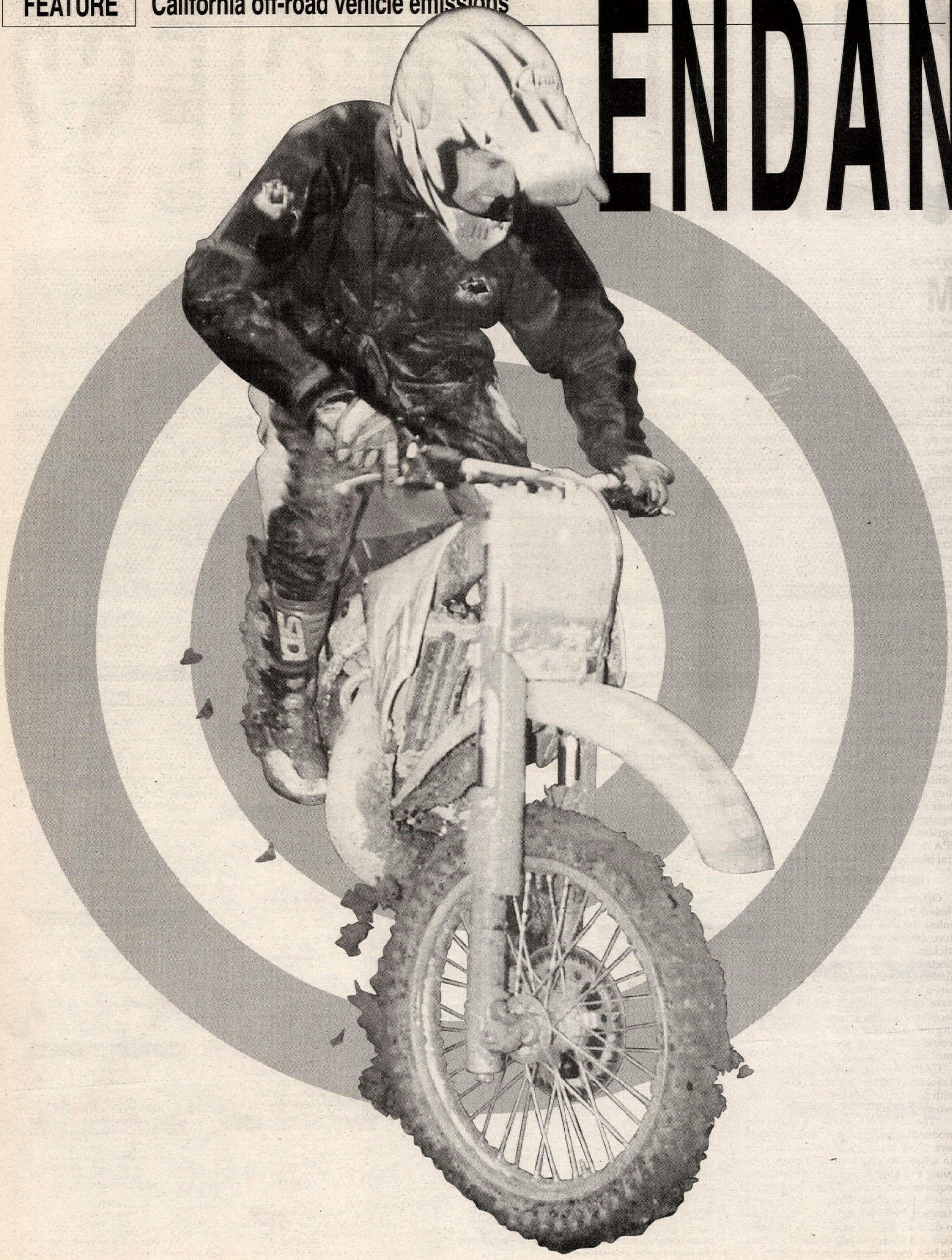

GERED SPECIES?

By Keith Bush

Many off-road enthusiasts are feeling threatened in the Golden State, as indicated by a large number of letters and faxes crossing the editorial desks at *Cycle News*.

"Are two-strokes dead in California?" one begins.

The cause of all this concern is a set of state regulations which dictate exhaust limits for off-road recreational vehicles, including motorcycles. While the controversy is centered on California for the time being, people such as AMA Western States Representative Dana Bell see potential for a chilling effect on the entire U.S. motorcycle community.

"Depending on how it's handled in California, you can expect other states to watch," Bell says. "Generally what happens in California gradually moves across the United States. We're kind of a test state."

Kawasaki Motors Corp. USA Government Relations Manager Jeff Shetler says, "It's highly possible that we'll see national regulations in a few years.

The California Air Resources Board (CARB) is the state agency responsible for developing vehicle emission standards that meet Federal Environmental Protection Agency standards. According to Bell, environmental interests in California sued the EPA to force them to make the state comply with federal standards. As a result, the EPA proposed a Federal Implementation Plan of which Bell says: "It would have been devastating to all motorcycling in California. If a person moved to California they would not be allowed to bring their motorcycle with them." The CARB regulations were approved by the state legislature in 1994 and accepted by the EPA in 1995 as an alternative to the federal plan.

NOT EASY BEING GREEN

Off-road motorcycling outside of a closed course is illegal in California unless the bike has specific documentation, commonly referred to as "green stickers," which indicate that the bike meets EPA noise limits. The CARB regulations require motorcycles manufactured after January 1, 1997, to meet state emission standards in order to receive a green sticker. Bikes with engine displacements under 90cc would not have to meet the standards until 1999.

CARB Air Resources Engineering Associate Charles Emmett takes issue with the portrayal of the regulations as a two-stroke ban.

"The rule is for all new motorcycles produced after January 1, 1997," Emmett says. "So if you have an old one you can do whatever you want and nothing is going to change. Beginning when our requirements start... the manufacturers have to produce motorcycles that meet a standard. Now we didn't tell them how to do that, we just said here's the standard and it's up to you to decide what's the best, cost-effective way to do it."

While the regulations do not specifically prohibit any specific type of engine, it is the two-strokes which will be most directly affected.

"The problem is two-strokes are a lot dirtier than the four-strokes," Emmett says. "That's because of the engine operation. The intake and exhaust ports are open at the exact same time, so you've got all this gas coming in that's unburned into the cylinder, and it just goes right out of the exhaust port so there's a lot of hydrocarbons. Now that's not to say they can't meet the standards by maybe fuel injection, maybe port priming like Honda's doing, maybe even adding a catalytic converter."

"At this point it would be darned near impossible to meet the standards with a two-stroke," American Honda Motor Co. Product Evaluation Manager Dirk Vandenberg says. "We're pursuing new technology, but it won't be ready by 1997."

Yamaha Motor Corporation USA Government Relations Manager Mike Schmitt agrees that the new limits present a challenge.

"They put a 2.5 gram per kilometer cap on hydrocarbons, which no two-stroke on the market can meet," Schmitt says. "In the '80s the Yamaha RD350 had two catalysts and it could almost meet those standards, but putting a catalytic converter on an off-road bike is kind of like putting a saddle for a horse on an elephant."

Emmett says that other products should evolve to take the place of two-strokes.

"We think, and what the manufacturers tell us, is that there's going to be a full line of equipment out there and it will get people into the 21st century getting better and higher-performance four-strokes," Emmett says. He compares the current situation to that which arose when street bikes first faced similar regulations. "About 70 to 80 percent of them were probably two-strokes then, and they said it wouldn't work. Look what's happened - we've got bikes that are much more high-performance and everything."

AMA District 36 Legislative Officer Bill Dahrt, whose district includes Northern California, sees it somewhat differently.

"A 250cc motocrosser has power characteristics you'll never be able to replicate with a four-stroker," Dahrt says. "The way they build the revs quickly so you can snap the bike up over jumps and obstacles - four-strokes just don't work the same. So there will be a big resistance to making the switch.

"A four-stroke is always going to be heavier and will have less power for a given displacement. On a street bike weight is not as big a factor. It's not the same as wrestling a dirt bike on the trail. Guys want to buy state of the art performance, which is light weight, quick handling, the best brakes, the best motor response, and I don't see those things on the horizon for four-strokes."

MONEY MATTERS

"This is a very big economic issue," California Motorcycle Dealership Association Executive Director Hy Weitzman says. "It is an issue that will affect dealers, aftermarket sales, accessories, riders - particularly off-road competitors - and eventually other industries. Off-road is 35 percent of our business. People who are into off-road would really suffer for a while. They'd have to find something new to take the place of what they're losing."

Cliff Glidden is deputy director of the California Department of Parks and Recreation and runs the off-highway vehicle division, which commissioned university studies of the economic impact of OHV activity in the state.

"These things were really professionally done," Glidden says. "They weren't hokey deals. The report came back from the University of California Berkeley saying that we have 47,000 jobs directly attached to OHV activity, and there was a $3 billion effect on the California economy every year because of off-road."

"We think it's going to have a serious impact," Dahrt says. "We think people are going to buy in '97 and they're going to quit buying for quite a few years and they're going to nurse those two-strokes along as long as they can. I don't think the riders are concerned about what kind of motor it is; what they want to buy is state of the art performance motorcycles. The manufacturers have made some strides to make better four-strokes, but they're still nowhere near the technology of the two-stroke motocross bikes.

"When CARB did their analysis they estimated that it would cost $25 per unit to comply with those regulations. All you've got to do is recalibrate a four-stroke model. But if you're riding a CR250 today out in the woods you're not going to be too excited about switching off for an XR400. It's a great bike, but it's not the same bike at all. The manufacturers don't really have products to fill that void. That's going to cost way more than $20 per unit to do. We think there's going to be a hole in sales for several years and CARB did not take that into account. Their economic impact data is way out of whack. They also didn't address the aftermarket industries that will be impacted as well. Pipe manufacturers, silencer manufacturers, guys like Answer, FMF, Pro Circuit, those guys are going to take it in the shorts on this deal.

"The typical hard-core MXer wants to buy a new bike every year, and that's going to be predicated on him being able to sell his bike at a decent price to someone who's probably going to put it on public land. Even those MX riders go practice somewhere, a lot of times on public land, which is going to be illegal."

"Many of our recreation two-strokes started out as competitive closed-course bikes, like a Honda CR," Bell of the AMA says. "Even under this regulation, that bike still may be sold by the dealer and may be raced in a closed-course motocross. But at no time may that bike be ridden under the regulation outside of that closed course. Now, we all know that many of the competition bikes, probably 75 percent of the competitive bikes used in both Northern and Southern California AMA district competitions on the BLM lands, the desert lands and forests, are those same two-strokes. So let's say a person buys that CR. They can no longer use it for recreation. They can sell it, but the person who buys it can only use it for closed course. They can never take it out there and use it in the desert. Again, you look at a serious competition bike, how many years is it really used for competition? Generally it's sold and the person who buys it is going to use as a recreation bike and not on the track. So that whole market of used bikes is going to be very seriously impacted."

Glidden confirms that the market for used off-road motorcycles may be adversely affected.

"Most used motocross bikes are definitely sold to a trail rider or somebody who competes in some other type of green-stickered fun," Glidden says. "Without a green sticker, you won't be able to ride your vehicle in any state vehicle area like Ocatilla Wells or Quill Canyon. Our motocross tracks will be closed. Unless it's a special event, you won't be able to come practice. You won't be able to ride in any U.S. Forest Service land or the BLM desert, and you won't be able to ride in any city park that green sticker money has put together."

The financial impact of the regulations would be felt in other areas as well, according to Dahrt.

"In California we have the OHV fund which comes from the green sticker sales as well as some gas tax money," Dahrt says. "It's a $30 million a year

Motorcycle and ATV emission levels in grams per kilometer

	HC[1]	CO[2]
Average off-road two-stroke	15.0	20.0
Average off-road four-stroke	1.5	32.0
Off-road standard for 1997	1.2[3]/2.5	15.0
Current street bike standard	1.0	12.0

1. Hydrocarbons.
2. Carbon Monoxide.
3. Represents corporate average. Other standards are for specific engine families.
Table prepared with information provided by the California Air Resources Board.

Two-stroke or not two-stroke...

The internal-combustion reciprocating engine which powers your trusty bike uses either a four-stroke or two-stroke cycle. The movements of a piston in a four-stroke engine are the intake, compression, power and exhaust strokes. The first stroke creates a partial vacuum which draws a mixture of fuel and air into the chamber. The second stroke compresses the mixture which is ignited by a spark. The expanding gases push the piston downward in the power stroke. On the fourth stroke, the piston pushes the spent gases out through the exhaust valve. Two-stroke engines combine intake and compression in one stroke, exhaust and combustion in another.

By performing a complete combustion cycle in half as many strokes, a two-stroke engine doubles the power potential of a comparably sized four-stroke. It is also fundamentally simpler than its four-stroke brother. A two-stroke engine can be smaller, lighter and less expensive than a four-stroker with the same power output.

However, like everything else in this world, the two-stroke has its flaws, prominent among them being significantly greater emissions of hydrocarbons and carbon monoxide. Two-strokes also use more fuel than four-strokes to generate the same amount of power. Because of these factors, four-strokes rule the streets in countries which control emission levels while two strokes predominate in nations where cost is the main factor and among performance-conscious off-road enthusiasts.

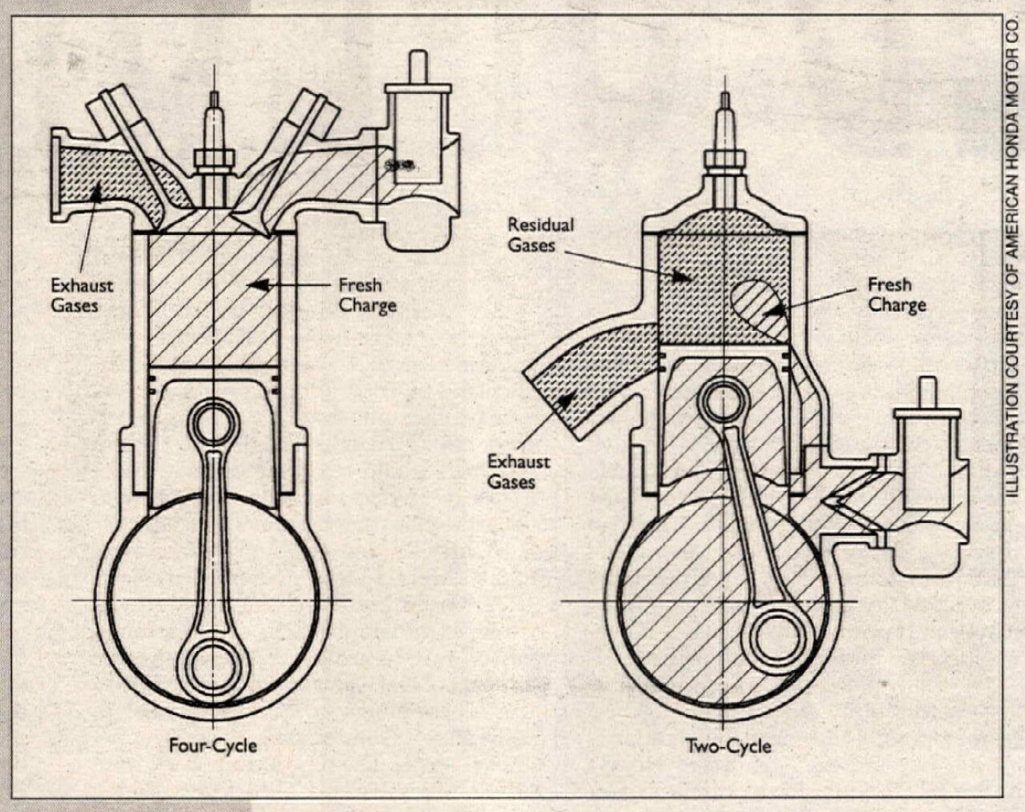

ILLUSTRATION COURTESY OF AMERICAN HONDA MOTOR CO.

In two-stroke engines, fresh air/fuel mixture enters the cylinder while the exhaust port is still open. Therefore, unused fuel can escape, resulting in substantially higher hydrocarbon emissions.

program. About half that money goes toward environmental protection and enforcement. If guys can't buy a green sticker for their two-stroke we think a large number of those guys are likely to just buy a two-stroke and 'catch me if you can.' Because all the popular riding areas have enforcement, it's going to cause a lot more proliferation of outlaw riding areas. When people stop buying the stickers, that's going to hurt the OHV program, which is going to hurt environmental protection. So there's an environmental downside to this process which hasn't been looked at at all."

Glidden explains some of the benefits that the OHV program provides.

"This program does several things," Glidden says. "One is it provides opportunities for people to ride, and I don't mean just racers, it's families, too. And two, it provides for something different than there was 26 years ago before the program started. Those days we had open riding wherever people wanted to ride and there was no control, there was no resource protection, there was no way that anybody could enforce any rules and regulation. I don't want to see the situation go back to that because people will want to ride two-strokes and just will refuse to register them. I'm concerned about that."

Bell expresses the same concerns.

"If you eliminated these vehicles you might have what is probably going to be a very insignificant contribution to air quality," Bell says. "However, you are going to have a direct and probably fairly serious impact on the green sticker program, which in turn will have a direct impact on protecting natural resources and managing a major recreation resource. To look at the logistics, we have three and a half million Californians who participate in OHV recreation."

NUMBERS GAME

Dahrt claims that in addition to ignoring possible adverse effects of the regulations on environmental concerns, CARB has overstated their benefits.

"Their data on emissions reductions they're going to achieve are way out of whack," Dahrt says. "They're assuming that the average dirt bike is ridden about 40 days a year and has a 10-year life. We think those are way overstated. We think about 15 days a year is a more typical number and those bikes as they age are used less and less. The hard-core riders that ride the most buy the new bikes, ride them for a year or two or three and trade them off to someone who's not quite as dedicated, and by the time they're 10 years old, typically they're only ridden occasionally. These bikes are typically used outside of the real problem areas, in areas that attain standards or have very minimal problems. They go to the desert, the mountains. They don't ride them in the LA basin very much."

Manufacturers have found various ways of coping with the regulatory climate. Only one current Suzuki model, the RMX250 would be affected by the 1997 regulations, according to American Suzuki Motor Corporation Motorcycle Marketing Director Mel Harris. "Customers can be confident that Suzuki will develop and produce additional four-stroke units for the U.S. market in the future, should these types of units be required," Harris says.

Honda has been working for several years on the EXP-2, an experimental, environmentally friendlier, two-stroke dirt bike. Honda's engineers have been working on something they call Activated Radical Combustion, a form of that usually reviled phenomenon known as predetonation, which they found can actually improve fuel economy and reduce emissions when carefully controlled. The bike was ridden and written about by *Cycle News* Associate Editor Kit Palmer (Issue #50, January 3, 1996: "Riding into the Future"). Honda's Vandenberg says, "Activated Radical Combustion could be made to meet those standards, but we have to have a sufficient demand from the marketplace. This regulation may prompt the request for it."

Other companies are beefing up their selection of four-stroke bikes.

"As far as KTM, there should be some movement to four-stroke models," KTM America President Rod Bush says. "We foresaw this, as shown by our purchase of Husaberg." KTM produced mostly two-stroke dirt bikes before buying out the four-stroke company last year.

TAKING A STAND

While manufacturers try to adapt to the regulations, some members of the motorcycling community have resolved to fight.

AMA District 36 Sanction Steward Dave Pickett says he took up the struggle because no one else seemed to have.

"This came up at our board of directors' meeting about 14, 16 months ago and everybody seemed to think that somebody else was doing something about it," Pickett recalls. "The more phone calls I made to CMDA, AMA, MIC (Motorcycle Industry Council), whoever, nobody was doing anything.

"I got a hold of Hy Weitzman at the California Motorcycle Dealers Association, and he said he was really interested and would I come to a meeting. We explained to them that we thought we found a hole in this regulatory process.

"They (CARB) were supposed to do an economic impact study on California business - it wasn't there. I called them and asked them if they could send me a report. They said, 'Well, we made some phone calls and the manufacturers didn't feel it was going to be any effect...' They knew they'd goofed up. They never heard of a Gas Gas or a Fantic.

"As it stands right now, CMDA by unanimous resolution jumped in and is supporting us 100 percent. The MIC doesn't really want to do anything. They haven't responded."

MIC Vice President Pamela Amette told *Cycle News* that the MIC had not yet taken a position and would discuss the issue at their board meeting scheduled for May 22.

"I did hear from Dana Bell, and I don't want to say AMA's joining us but I don't want to say they're against us," Pickett says. "It's sort of a wait-and-see attitude."

According to Dahrt, District 36 is receiving financial support from the AMA for its efforts, but the district will still be the group leading the charge.

"The board of trustees of the AMA is mostly manufacturers," Dahrt says. "As Japanese manufacturers of dirt bikes they don't want to get into a high-profile, controversial issue. So they're not necessarily going to support us. Besides, the Japanese could quit making dirt bikes and it wouldn't make a difference to them really. They could quit making motorcycles and they'd still be making plenty of money."

Pickett says that although the regulations may have seemed like a done deal at one time, he now feels there's a good chance of effecting a change. "I'm feeling better about it. I think CARB realizes they got a serious problem. We're going to fight this. We've raised a fairly large amount of money. We have a red-hot advocate who's very, very good.

"If you keep digging and pushing you keep finding more and more holes, but the key thing seems to be the economics. It's just going to hurt so many people and so many jobs, as well as the registration and gas tax revenue and county money. For what? A percentage of clean air that even the government can't give you a number on. They're trying to get in line with the federal mandate but this is the wrong way to do it and we're going to fight back."

"Typically when CARB does something, it doesn't get people all fired up," Dahrt says. "But when you start talking about taking away the motorcycles they love, dirt bike riders tend to be rather passionate. About three years ago when the governor was proposing to steal our money, the governor's office received more calls and letters than they've ever gotten from any group on any issue in history. We think we can go way beyond that this time if we need to. I'm not ready to really do that. We don't want to make this a big public issue just yet. We want to work with CARB to resolve this.

Recent developments indicate that the idea of these factions working together is not an implausible one. Dahrt, Bell and other concerned parties met on May 3 with representatives of CARB, including Chairman John Dunlop.

"They're very interested in discussing changes we would like to make to this regulation," Dahrt says. "The chairman asked us to help him learn more about our activities and maybe go out into the field and observe." CN

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What dealer will win the 1996 YAMAHA GLEN HELEN CUP?

Here they came

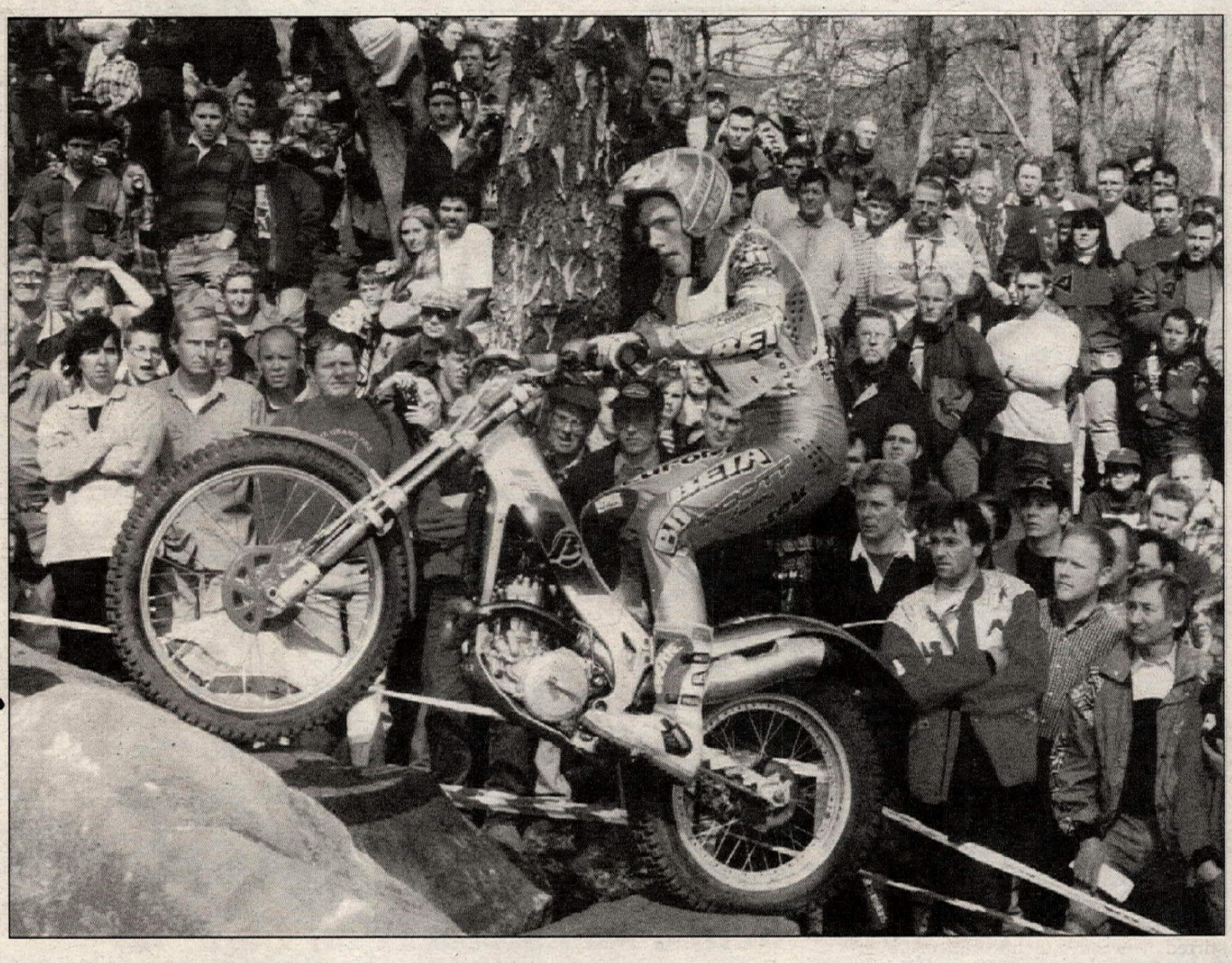
United States World Championship Observed Trials World Round

By Peter Sengai
Photos By John Dickinson

It's been two years since the World Championship Trials Series last visited the United States, and American trials fans have a lot to look forward to when the world's best trials riders roll into Exeter, Rhode Island, on May 25-26.

For the first time in several years, seven-time champion Jordi Tarres is not the rider most favored to win. Though there's no doubting the Spaniard's exceptional skills and remarkable accomplishments, the 1996 season has thus far begun to look like the beginning of the end for Tarres. At the "ripe old age" of 29, Tarres has been at the pinnacle of the sport for nearly eight years now, and many feel his time is coming to an end.

The challengers are many. Fellow Spaniard Marc Colomer was expected to be the heir to Tarres' throne, but so far it has been Great Britain's Doug Lampkin who has led the charge. The number-one Beta factory rider finished fourth in



the series-opener in Spain, but rebounded with a pair of consecutive wins at the English and Irish World Rounds. The son of multi-time World Champion Martin Lampkin, Doug appears to be following in his father's footsteps quite well. Lampkin has to be considered a favorite in Rhode Island - two wins in a row can give a rider an incredible boost of confidence (Just look at what repeat wins did for Jeremy McGrath). Should young Doug score his fourth career win in the United States, he will become the fourth member of the Lampkin clan to win in America. Father Martin and uncles Alan and John did the honors in previous years.

Only Colomer has been able to come close to matching Lampkin's consistency, as he boasts a win and two seconds. The factory Montesa rider is fresh off a successful off-season indoor series, and is said to be very confident on his all-new works Cota. Along with teammate Gabriel Reyes and Japanese HRC rider Takahisa Fujinami, Colomer pilots what is claimed to be a preproduction version of the '97 Montesa trials machine. Colomer's chances of a win in Rhode Island are also very good, though the Spaniard may not have as strong following in the states. Colomer is remembered by many Americans fans for the temper tantrum he threw at the '94 Donner event, in which he shouted profanities and sped out of a section, nearly running over several bystanders in the process. American Montesa importer Martin Belair reports that Colomer has matured greatly in the past two years, and that such antics should no longer be expected of the 21-year-old.

But what about Tarres? The factory Gas Gas rider was a steady second at the series-opener, but faltered in England and turned in a lowly - for him - eighth-place finish. Tarres returned to the podium with a third in Ireland, but it appears as if his confidence has been stirred. Toward the end of last season, Tarres lost the Spanish National Championship to Colomer, then suffered through a disastrous off-season indoor series. Dedicated Tarres fans, however, are quick to point out that he has a tendency to come on strong in the middle and later rounds of the series. Tarres is a master of the mental games that are oh-so-important in trials. The problem, however, is that youngsters like Lampkin and Colomer pay no attention to such strategies. Tarres is the winningest rider at the U.S. World Round, having won in America four times in the last six tries.

Other riders to watch include Japanese hotshots Kenichi Kuroyama, Takahisa Fujinami and Tomoyuki Ogawa, as well as veteran Takumi Narita. Trials may be huge in Europe, but it is also very popular in the land of the rising sun. All of the Japanese riders are very thin, and with the exception of Narita, all come from a bicycle trials background.

Spaniards Amos Bilbao and Joan Pons also have good shots at top finishes. Bilbao scored the win at the '92 event in New York, and so far, has yet to add another World Round win to his resume. Expect the popular Spaniard to put on a good show while trying his hardest to repeat his '92 performance. Pons, meanwhile, is struggling to adapt to his new Fantic factory bike. A former big-bore Gas Gas rider, Pons has yet to turn in a top finish, but the Spanish rider is always a threat.

Defending American honor at the event will be a handful of our top riders. Heading up the charge is two-time and defending National champ Geoff Aaron. The factory Beta rider is considered by many to be of world-class ability, but the Connecticut rider admits that he has fallen victim to nerves at the previous World Rounds. This time, however, Aaron will be prepared for the world-class sections. Intensive off-season training, coupled with a strong desire to do well, should net him his first-ever World Championship Series points. Aaron came heart-breakingly close in '94, when he finished 16th at Donner.

Six-time National Champion Ryan Young is also itching to score some World Championship points. Young is inarguably the most experienced of America's elite, and the Gas Gas USA rider will elevate his riding to the next level in an effort to make his country proud.

Other top Americans include the ever-flamboyant Jess Kempkes, very-steady Raymond Peters, and up-and-comer Matt Moore. All three should gain valuable experience at the event. A surprise entrant and welcome sight for sore eyes is Oregon's Lonny Hallsted. The sixth-ranked U.S. rider has been living abroad since late '95, gaining experience while training and competing in Scotland. Hallsted has already won a Scottish National, and many expect him to be on a whole new level when he makes his return. You'll have to take a close look at the back of his jersey to spot him, however, as Hallsted will likely have a serious Scottish accent. After spending several months in Spain a few years ago, he returned speaking broken English. Needless to say, he is very adaptable.

The terrain in Exeter is described as a "mix of everything," by promoter Mike Krasun of Palamine Promotions. Big rock steps, slippery logs and creeks aplenty will challenge the riders. The event will take place over two days, as World Round competition has for the past two years incorporated one lap on Saturday and two on Sunday. Saturday's single lap around the course will allow riders plenty of time to familiarize themselves with each section, and Sunday's pair of laps should go considerably quicker. Though no spectator motorcycles will be allowed on the course, a special hiking and mountain bike trail will be easily accessible. A motorcycle trade show and bicycle trials demonstration by World Champion Libor Karas of the Cannondale/Volvo team will be highlights of the off-course festivities.

The official host hotel is the Sheraton Tara Airport Hotel in Warwick, Rhode Island (410/738-4000). Ticket prices are as follows: Full package - $25 - includes all practice days, as well as both days of competition. One day - $15 - includes admission for either Saturday or Sunday. Children under the age of 12 are free, and tickets may be purchased in advance by phoning 800/827-3399. CN

Seven-time World Champion Jordi Tarres has yet to win an event in 1996 and many feel that the factory Gas Gas rider will not win an eighth title. The 29-year-old is one of the oldest competing riders, but has loads of experience that he hopes will overcome youth and exuberance.

Past U.S. World Round winners

1974	California	Alan Lampkin	Great Britain
1975	Rhode Island	Malcolm Rathmell	Great Britain
1976	Washington	Martin Lampkin	Great Britain
1977	Michigan	Charles Coutard	France
1978	Pennsylvania	Bernie Schreiber	United States
1979	Colorado	Bernie Schreiber	United States
1981	New York	Giles Burgat	France
1982	California	Eddy Lejeune	Belgium
1983	Texas	John Lampkin	Great Britain
1984	New York	Eddy Lejeune	Belgium
1985	Rhode Island	Thierry Michaud	France
1986	Washington	Jordi Tarres	Spain
1987	Pennsylvania	Diego Bosis	Italy
1989	Tennessee	Jordi Tarres	Spain
1990	Arizona	Jordi Tarres	Spain
1992	New York	Amos Bilbao	Spain
1994	California	Jordi Tarres	Spain

Confirmed entries

Canada
Ryon Bell (G-G)
Michael Guns (Sco)
Richard Dawdy (G-G)
Derek Thomas (Bet)

France
Bruno Camozzi (G-G)

Great Britain
Steve Colley (G-G)
Doug Lampkin (Bet)
Graham Jarvis (Sco)
Lonny Hallsted (Bet)*

Ireland
Robert Crawford (Bet)

Italy
Piero Sembenini (G-G)
Donato Miglio (Bet)
Diego Bosis (G-G)

Japan
Takahisa Fujinami (Hon)
Takumi Narita (Bet)
Kenichi Kuroyama (Bet)
Tomoyuki Ogawa (Bet)

Spain
Jordi Tarres (G-G)
Marcel Justribo (Bet)
Jose Benitez (G-G)
Gabriel Reyes (Mon)
Marc Colomer (Mon)
Amos Bilbao (G-G)
Joan Pons (Fan)
David Cobos (G-G)

United States
Geoff Aaron (Bet)
Ryan Young (G-G)
Jess Kempkes (G-G)
Raymond Peters (Sco)
Matt Moore (G-G)

*American Lonny Hallsted will compete under British license, as he is spending the 1996 season abroad to gain experience.

((Top left) Great Britain's Doug Lampkin enters the United States World Round with two consecutive World Round victories and the lead in the series points standings. The factory Beta rider, a favorite to win in Rhode Island, has three family members who have won past U.S. World Round events.
(Left) Factory Montesa rider Marc Colomer is the man who most insiders expected to dominate this year's series. The 21-year-old Spaniard won the series-opener in his home country and finished second at the other two events. Colomer pilots a beautiful works Montesa Cota - one of but a few handmade prototypes.

Round 4: Red Mountain

Davis tackles the rocks

By Anne Van Beveren
Photos by Tom Van Beveren

RED MOUNTAIN, CA, APR. 28

The only thing that passed Kawasaki's Ty Davis at round four of the National Hare & Hound series was his own dust.

The Kawasaki KX500 racer was out in front at the end of the bomb and spent the next 80 miles dusting the competition, but with winds gusting as high as 50 mph in some sections of the course Davis was dusting himself just as badly every time he turned to run with the wind at his back.

Despite the blinding dust, a series of tricky downhill canyons and acres of loose rocks that sent many racers limping home early with flats and bruises, Davis enjoyed a trouble-free ride all the way to his third overall win in the best-five-of-seven series. With two more rounds of competition penciled in on his busy race schedule, Davis looks set to take the battle for the prestigious National title all the way to the wire with Kawasaki teammate Greg Zitterkopf. Zitterkopf is a race up on Davis, who missed round two in Idaho because of a conflict with a National Enduro back east, and leads the points race with one win, two seconds and a seventh.

"There were lots and lots of rocks out there today but I had a lot of fun," said Davis, who crossed the finish three minutes ahead of Zitterkopf. "The bike worked fine, the course was good and they marked it really well - that makes a difference."

The two loops laid out by AMA District 37's Vikings M.C. formed a figure 8 in the Teagle Wash/Spangler Hills riding area 60 miles east of Mojave. The racers appreciated a change of scenery from the more commonly raced Johnson Valley area, but soon found that Red Mountain's whoops and silt were everything they remembered.

"This was a tough National. In the other ones, you'd get little spots to rest but here, whenever you could get into second or third gear, you were in 5-foot whoops," said Zitterkopf. "It hammered you the whole way."

Just over 300 riders lined up for the 10 a.m. start and it was every man for himself when the banner dropped and the dash across the silty starting area began.

Davis was out in front as the powered past the bomb. KTM360-mounted Robert Laughlin was in the hunt after a "halfway decent start," while James Summers was fifth, Kawasaki hotshots Paul Krause and Zitterkopf were battling for sixth, and the rest of the starters were hidden by a thick cloud of dust.

"I was second to the actual bomb," said KX500-mounted Vet Abe Baumann. "The only problem was that everybody else had gone way to the left, about half a mile off the main line, and they all got to the trail in front of me. After that, it was just a matter of surviving in all the dust."

And dust wasn't the only problem the racers had to contend with.

"I hit a rock about 15 miles out. It was a big crash. I stepped over the bars in the air," said Craig Smith, who returned to the pits with the back end of his KX500 so badly beaten up that the exhaust pipe was sticking sideways at a 90-degree angle. "You were hitting rocks everywhere. If you got off the course to get out of the dust, you hit rocks. And if you stayed on the course in the dust, you'd be riding along just waiting to hit something you couldn't see."

Smith wasn't the only racer knocked out by the treacherous rocks. As the 40-mile first loop progressed, the rock-induced problems ranged from a flat tire suffered by Dave Ondas to a suspected broken foot suffered by Steve Hengeveld.

"It was so dusty that, if you had a problem like I did, you might as well just call it quits," said Ondas. "By the time I got to the pit for my spare, I would've been way, way back. The whole course was just blow sand and rocks."

Davis continued to lead as the terrain alternated between fast washes, tricky rocks and sections of deep whoops. Honda four-stroke racer Jeff Capt was in second at the first check, but Zitterkopf rocketed up to grab second by the halfway point and was hanging just a few yards off Davis's rear fender. Laughlin crashed out of third halfway through the loop, leaving Capt to fight it out for third with Honda teammate Johnny Campbell and KX500-mounted Krause.

"I'm riding a stock XR600 and Campbell's riding an XR628, so that made it kind of interesting," said Capt, who was as determined to beat his Honda teammate as he was to beat Kawasaki-mounted Krause. "Campbell can pull me in the sand and upgrades and stuff like that, but the stock bike works better in the tight stuff."

Anything in the top 10 was a relief for Campbell, who was "about a millionth" to the bomb.

"I got a good line once we passed the bomb and passed a lot of guys," said Campbell, who continued his rise at Capt's expense, elbowing his way past the rival Honda to take third in one of the faster sections. "It was a good loop for a four-stroke."

Out in front, Davis had settled into cruise mode and his only real concern was keeping track of the course.

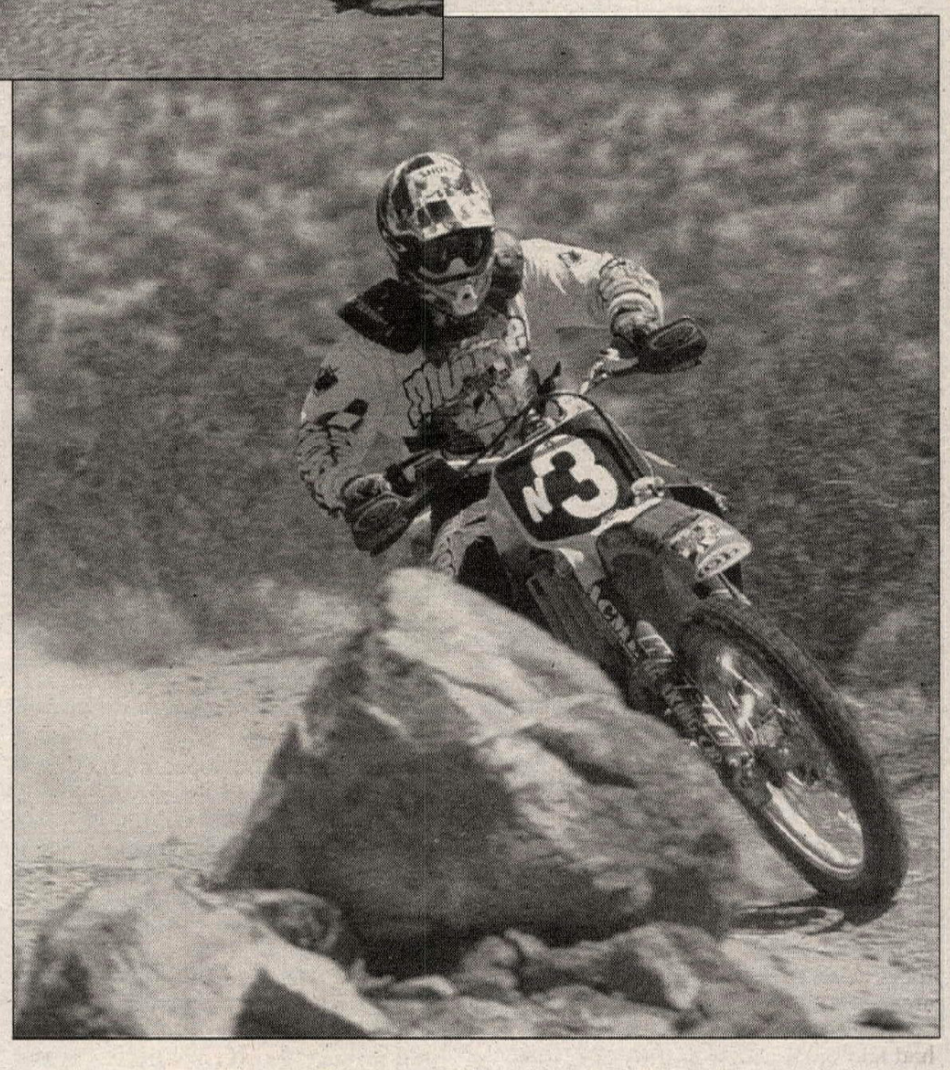
"They ribboned it really, really well but the wind blew a lot of the arrows down. I got lost once when I blew a corner in loop one, but other than that, it was fine," Davis reported.

Zitterkopf also spent a minute or two searching for the course in places, but a determined charge had him snapping at Davis's heels by the time the course started to turn back towards pit row.

"Zitterkopf caught me a little bit," said Davis. "I was slacking. There was a bunch of cross-grain whoops and I was just loping along. I looked back and he was on me, so I got on it for a while."

Davis flashed into pit row after battling the first 40-mile loop for an hour. A quick refuel and a replacement zip-tie had him back on the course in 23 seconds flat. Zitterkopf was a minute behind as he entered pit row but he gained a little ground thanks to a 16-second performance by the Kawasaki pit crew. Campbell was another two min-

(Left) The National Hare & Hound circuit returned to the Southern California desert, and when all was said and done, Team Green's Ty Davis (3) recorded his third win of the series.
(Below) Despite winning every National Hare & Hound he's competed in, Davis is second in points to second-place finisher Greg Zitterkopf.



utes back in third overall, just ahead of Krause and Capt. Laughlin's Open-class KTM was sixth, Abe Baumann was running second Vet behind Zitterkopf in seventh and Jim Gray's KTM360 was eighth. Destry Abbott on his KTM250 led a close battle for 250cc Expert honors in ninth overall, just ahead of Donnie Book on a KX, Yamaha-mounted Oakley Lehman and Jon Parks on a CR250.

"We were pretty much together the whole way in the first loop - me, Book and Abbott," said Gray. "I was way back on the start and I had to catch all kinds of guys, but once I got up to them, we were really close."

Over 40 Expert Terry Kyle turned heads when his KTM hit pit row in 13th overall, seven places ahead of "Rocket" Rex Staten, who has dominated the series' Senior Division on a KX500. John Rudder was running third Vet in 14th overall, ahead of 250cc Experts Brian Brown and John Spaeth, and John Braasch had a 12-second lead over Dana Van Stee in the 125cc class in 17th overall.

Convinced that Zitterkopf was hard on his heels, Davis set a fast pace as he headed into the second 40-mile loop, but his KX500 rival's challenge was already over. Before he made the first turn at the end of pit row, Zitterkopf clipped a 6-inch-high concrete lip embedded in a railroad access road and developed a slow leak in his rear tire.

"Everything was going so well. I had got lost in the first loop but I caught up and reeled Davis in, and I was getting really close. Until that happened, I had a really good chance of winning it," said Zitterkopf. "I had to ride the whole loop on the flat and I didn't want the tire to come off the rim or any of that stuff, so I just cruised."

As the racers got further into the course and discovered even more rocks and deeper whoops than loop one had, combined with tricky canyon drop-offs and tight, single-track trails, cruising was the furthest thing from their minds.

Campbell crashed in the rocks and lost third overall to Krause after it took him three minutes to get his XR628 restarted. Laughlin battled his way up two places to grab fourth, only to fall back again when he suffered a front flat in the rocks. A wrong turn cost Brian Brown some places, while Parks crushed his pipe when he tried to put the wrong foot down at the wrong time, and Over-40 Expert Steve Pitts got held up in traffic.

"The downhills were great congregators," said the ATK racer from Utah. "The first one was just past the halfway point - that one was tricky and stopped a lot of people, and there were a couple of smaller ones after that. It was a good tough course—a really good National-course. I just don't remember so many rocks being here last time I raced in this area."

Even Davis agreed that the Vikings had laid out a course worthy of National-caliber riders.

"It was rocky and technical - the ground was more of a challenge than it's been at other Nationals, and I thought they did a really good job for as many whoops as there are out there," said Davis. "You know it's a good race when it starts to seem long. I didn't know when the second loop was going to end. We kept going up and down these canyons."

Just when the riders thought they had seen everything, the course got even rougher and rockier as they entered the last 20 miles.

"I loved it - what a blast," said Utah's Mark Lundgreen. "It was technical, not just fifth gear, wide open, see whose bike is geared the fastest. You had to pick your way through and ride smart."

And as the terrain got tougher, so did the competition.

Capt used the relative agility of his XR600 to close in on Campbell's XR628 in the rocks. Gray went head-to-head with Baumann and stole a position, while Van Stee dodged around Braasch to grab the 125cc lead, and the Abbott/Book/Lehman 250cc duel raged on until Abbott took a header 10 miles from the finish.

"I was trying to pass Book to take the lead and I ate it in the rocks wide open," said Abbott. "It's one of the hardest crashes I've done in a long while and I was so shaky from there on I could hardly ride."

Out in front, things were going a little better. Davis was still enjoying a trouble-free run in first, Zitterkopf was still cruising in second, and the only challenge Krause faced for third came from his own bike.

"Maybe I plugged an air filter. It would run rough, then it would run fine, then it would be rough again," said Krause. "I couldn't tell whether the bike was going to rev or bobble, and that made it hard in the rocks. I just rode as hard as I could and hoped for the best."

Davis completed the second 40-mile loop in one hour and ten minutes, and took his third checkered flag of the Hare & Hound series with plenty of breathing room.

"I felt really good in the second loop," Davis said. "No problems the whole way. It was a great course, especially that last section. It was really, really rocky - totally gnarly. You had to just putt through it and be real careful. That made it fun."

"The second loop was really tough - really, really rocky the whole way," second-placed Zitterkopf agreed. "You had to be in good shape to be able to do good. My Pro Circuit suspension worked really well today. It really paid off."

Krause sputtered home seven and a half minutes behind the race leader to capture third overall and second in the Open Expert division.

"Great race course - really fun," said Krause. "We had to work the whole time, but they really didn't beat us up too much. They took their time to find good stuff - tough trails, not just beaten up stuff. I couldn't do much once the bike started running badly. I just tried to ride smooth and easy and get all the way back here."

There was no riding smooth or easy mentioned in the battle for top four-stroke honors. Capt passed Campbell less than a mile from the checkered flag and raced wide open all the way into the finishing chute to take the class win and fourth overall by six seconds.

"Capt was going better in the rocks than me. I was fighting the bigger motor and probably the last half of the second loop was loose, kind of fast rocks, sometimes no trail at all, so he caught up and then he made a last ditch bonzai effort a mile from the finish. He did a good job." said Campbell. "I thought it was a good course for Red Mountain - an awesome course."

Jim Gray's first ride in the Red Mountain area netted sixth overall for the KTM360 pilot.

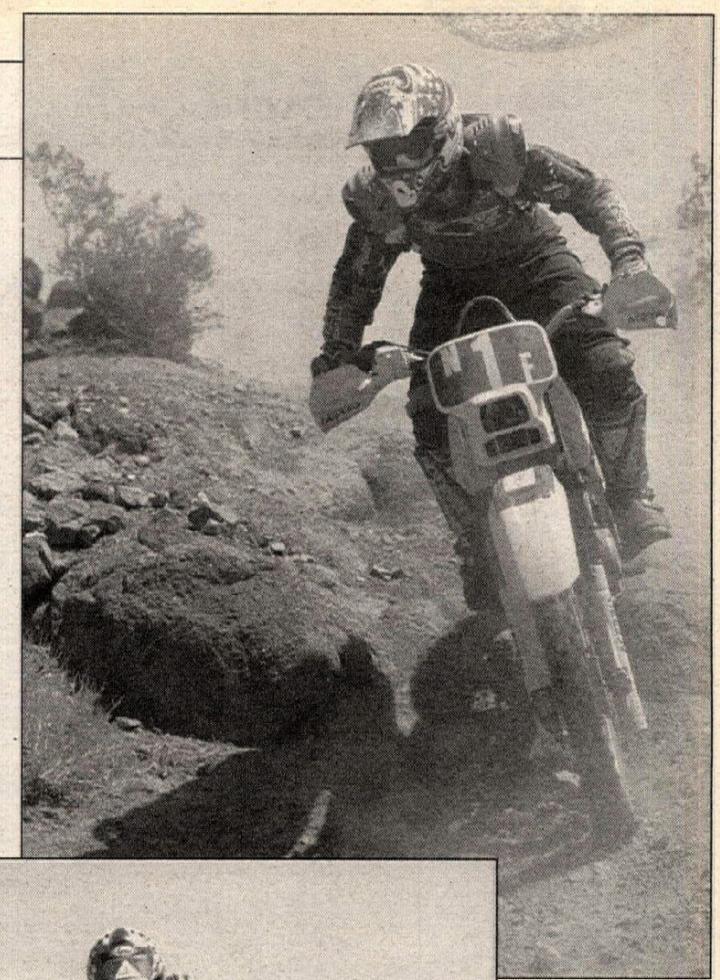
"It's pretty fun," said Gray, "but I could tell some of these guys really know the terrain. I had to pass a couple of guys a couple of times. That's frustrating."

KX250-mounted Book won the motocross-like tussle in the 250cc Expert division and took the honors in seventh overall, ahead of Vet Expert Baumann, Lehman and Abbott. Laughlin rode his flat tire to 11th, just ahead of 125cc winner Van Stee, who finished nine places ahead of race-long rival Braasch.

"I caught him in the rocks halfway through loop two," said Van Stee. "He was making a bunch of mistakes and he just pulled out and let me by. I didn't see him after that."

KTM250 racer Russell Pearson put a hole in his cases 10 miles out in his quest for 13th overall, John Spaeth nipped fellow KX250 racer Brian Brown for 14th, and Summers came up from 26th at the halfway point to capture 16th overall in the final standings.

Staten topped the Over 40 division in 20th, five places ahead of Terry "boy am I tired" Kyle, and Richard Jackson took the Over 50 honors. CN



(Above left) Paul Krause grabbed third overall. (Above) Honda's Jeff Capt won the Four-Stroke class in fourth overall. (Left) Finishing right behind Capt was teammate Johnny Campbell.

Red Mountain National Hare & Hound
Red Mountain, California
April 28, 1996 (Round 4 of 7)

O/A: 1. Ty Davis (Kaw); 2. Greg Zitterkopf (Kaw); 3. Paul Krause (Kaw); 4. Jeff Capt (Hon); 5. Johnny Campbell (Hon); 6. Jim Gray (KTM); 7. Donnie Book (Kaw); 8. Abe Baumann (Kaw); 9. Oakley Lehman (Yam); 10. Destry Abbott (KTM); 11. Robert Laughlin (KTM); 12. Dana Van Stee (Kaw); 13. Russell Pearson (KTM); 14. John Spaeth (Kaw); 15. Brian Brown (Kaw); 16. James Summers (Yam); 17. John Rudder (Yam); 18. Jon Parks (Hon); 19. Tommy Ady (Kaw); 20. Rex Staten (Kaw).

OPEN EX: 1. Ty Davis (Kaw); 2. Paul Krause (Kaw); 3. Jim Gray (KTM).

250 EX: 1. Donnie Book (Kaw); 2. Oakley Lehman (Yam); 3. Destry Abbott (KTM).

125 EX: 1. Dana Van Stee (Kaw); 2. John Braasch.

30+ EX: 1. Greg Zitterkopf (Kaw); 2. Abe Baumann (Kaw); 3. John Rudder (Yam).

4-STK EX: 1. Jeff Capt (Hon); 2. Johnny Campbell (Hon).

40+ EX: 1. Rex Staten (Kaw); 2. Terry Kyle (KTM).

50+ EX: 1. Richard Jackson

AMA NATIONAL HARE & HOUND CHAMPIONSHIP POINT STANDINGS (After 4 of 7 Rounds): 1. Greg Zitterkopf (94/1 win); 2. Ty Davis (90/3); 3. Paul Krause (71); 4. Destry Abbott (54); 5. Jeff Capt (59).

Upcoming Rounds:
Round 5 - Yerington, Nevada, September 15
Round 6 - Reno, Nevada, October 6

Round 4: Wilderness 100

Hatch stops Summers

(Left) Steve Hatch (10) grabs the holeshot ahead of Fred Andrews (4) at the start of the Wilderness 100 GNCC in West Virginia. Scott Plessinger (1) made up for his bad start and a bent rear brake lever to take runner-up honors.
(Below) Hatch ended Scott Summers' perfect record. Summers, who had won the previous three rounds, finished eighth.

By Davey Coombs

CLARKSBURG, WV, APR. 27

Suzuki's Steve Hatch became the first cross country competitor of the 1996 Grand National Cross Country Series to defeat Scott Summers when he won the Clarksburg GNCC in northern West Virginia. For Hatch, a native of New York, the win also catapulted him to the top of the GNCC point standings for the first time in his career. After four straight top-three finishes in as many rounds, Hatch leads Summers - an uncharacteristic seventh in West Virginia - by two points after four rounds of the 12-race series.

"Everybody did an outstanding job today and it just went my way in the end," said Hatch of his nearly flawless ride. "The Pro class here is just full of guys who can win and it always comes down to who has the best day. Today it was my day. We were all pushing it from start to finish and it was just a great day to be racing."

Finishing an almost-as-impressive second overall was defending Cross Country Series Champion Scott Plessinger, who has had an otherwise woeful season to date. The KTM-backed Plessinger made a furious late charge that prevented a Suzuki sweep of the top three positions as Hatch's older, more illustrious teammates Rodney Smith and Randy Hawkins ran second and third when the white flag fell on the 285-rider field.

Plessinger's charge got him to within 19 seconds of Hatch at the checkered flag, while Smith and Hawkins raced past the finish line just two additional seconds behind the KTM pilot. Finishing a distant fifth overall was former GNCC number-one plate-holder Fred Andrews, who hails from eastern Ohio.

"I needed to start riding like a champ or I'm not going to be one much longer," joked Plessinger in the winner's circle after his fine late surge for second overall. Plessinger lost some valuable time to the lead pack early in the race when he bent the brake pedal on his KTM. "The brake pedal really cost me some time because I had to ride almost a whole lap with it bent under the case. I tried as hard as I could to still go fast and on a couple of downhills I almost couldn't stop. Once I got back to the pits we were able to bend it back out to where I could at least ride with it but it still wasn't perfect. It was so wet and muddy out there in places that I couldn't get any traction on the pedal the way it was still bent. I just did the best I could. I hope the fans aren't getting disappointed in me yet because I had a bad start to the season. I'm really going to working hard to get back up front."

It was a minor coincidence that Summers' first defeat of the 1996 GNCC Series would come on the same day as supercross star Jeremy McGrath's after an otherwise perfect season. The Clarksburg race was held on a rare Saturday so that many of the top riders - all of Team Suzuki included - could compete in the next day's AMA National Enduro race in nearby Ohio, an event at which Hawkins redeemed his near-podium finish with an overall win.

Hatch is competing in three off-road National Championship series in 1996: Grand National Cross Country, National Hare Scrambles and Enduro. Throughout all three tours he has maintained great consistency, adding three runner-up finishes in as many National Hare Scrambles outings and similar high enduro scores to his cross country successes. But before Saturday, his only major win of the season was at the non-points-paying Alligator Enduro in early March.

Hatch's Suzuki teammate Hawkins, said the tight slow-throttle track was more similar to enduro courses than most of the trails on the cross country circuit. "You can tell by the results that this track was pretty tight because Steve and I did so well," said Hawkins, who hails from Traveler's Rest, South Carolina.

At the completion of the first of six laps Hatch was the leader with just a bike length to spare on Summers. Plessinger was next in the line, followed by Smith, Hawkins, Loretta Lynn's surprise contender Frank Keegan, his younger brother Brian Keegan, and New Jersey's Chris Smith. The lap lasted about 25 minutes, much shorter than the rest of the laps due to constant lapped traffic on the tough, narrow course.

"I was having a little trouble with the bike early and I didn't really have enough bottom end," said Smith later. "I don't know if it was the ignition or what but I was just fighting with it all the way."

Hatch was still the leader after two laps with Summers just nine seconds

back, followed immediately by Plessinger, Smith, Hawkins and Andrews, who had climbed from a lowly 12th on the first lap. When the lead pack reached the halfway point at the end of the third lap, Plessinger was the leader for the first time in the '96 series, followed at arm's length by Smith, Hatch, Summers and Hawkins. Andrews' momentum from the last lap was gone and the Yamaha pilot was more than a minute and a half behind the leading group, a gap he would never breach.

Hatch was back in the lead with two laps to go while teammate Smith rode shotgun, six ticks down. Plessinger was another 25 seconds back, then came Hawkins. Summers had slipped behind the leading quartet and was in danger of losing contact. His fate was sealed when he dropped more than three minutes off the lead pace. The suspense now wasn't whether Summers could win again; it was a matter of which of the four leaders would get the win and all the credit.

"Me and Steve were riding real good until I got stuck on one of the hills back there and let Steve get away," said Smith, who might have been able to make a play for the win had he not lost sight of the steady Hatch. "It wasn't a real tough hill but it was slippery with a lot of rocks. But if you had a lapper in front of you or something it caused some real problems."

When the white flag fell Hatch was a full minute ahead of Hawkins, who was vying for his first GNCC podium finish in quite some time. (Hawkins has never competed regularly on the GNCC tour, rather concentrating on enduro and reliability events.) Smith and Plessinger were closely following the multi-time National Enduro Champion in that order.

"I was second until the last lap when Rodney and I both got stuck and Plessinger caught up to us," said Hawkins. "It would have been nice to have a Suzuki sweep because the team has been working so hard, but Plessinger was riding really well. After Plessinger went by me I just hooked on to he and Rodney and let them pull me along. I was waiting for one of them to make a mistake but these guys are professionals and they just don't make mistakes very often."

"At one point I saw the pit board that said +40 and I was thinking, 'Hey, maybe it's going to be my day,'" said Hatch. "Then I got stuck in a hole and they started to catch back up to me again. Suddenly I wasn't so sure about whether or not it was going to be my day."

Turns out it was his day. Hatch took the checkered flag with exactly 19 seconds to spare on the still-charging Plessinger, who is a notoriously late bloomer every season but now appears to be the usual force-to-be-reckoned-with with eight races to go. Smith and Hawkins came across the line right behind him, Hawkins the odd man out for the podium. Andrews cruised in later.

"About halfway through the last lap the fans out there told me to look out because Plessinger was coming," said Hatch. "I knew I had to get it back going again and then I came out of the woods and there was the checkered flag."

"I finally got the bike the way I want it and it's working real well," said Plessinger after his best effort of 1996. "I think that from here on out things are going to go my way. I need to thank Jason Dahners (from Washington state) for helping me get going, because it's his suspension we decided to use on my bike. He's back home, so he probably doesn't even know that I ripped all of the parts off his bike that he left in my garage!" As for not catching Hatch, Plessinger said, "Maybe if I would have had more of a brake pedal I could have given him more of a run, but he certainly rode a good race today."

(Above) Randy Hawkins finished third then won the National Enduro round in Wellston, Ohio, the next day. (Below) The Clarksburg race was held on Saturday so that many of the competitors could compete in the National Enduro round the next day. (Right) Former GNCC champ Fred Andrews rounded out the top five.

"It was a good ride for me and all, but if I could get this bike sorted out I would be a lot happier," Suzuki's Smith sold after the run. "I felt strong, I rode good, and it turned out to be a real good day for my teammate, so that's a pretty good day overall. I wasn't really committed to this series this year, and I just came out to ride the tracks and maybe get myself ready for a full effort next year. I'm pretty happy with how things turned out."

Rounding out the top 10 overall were Yamaha/SCR's Duane Conner, best-in-West Virginia woods rider Doug Blackwell, Summers, Chris Smith and Frank Keegan.

Twelfth overall on the day and top non-Pro was former Pro motocrosser Tom Carson, who carries the GNCC number-13 plate this year and is competing in the Vet A class for the first time. Carson finally knocked off Ohio's Tim Shephard by just 17 seconds to get his first class win of the series. Shephard was 13th overall in the entire field.

Daryl Conner (Duane's younger brother) was the fastest in the 16-rider 250cc A field in West Virginia, winning the class by three minutes and occupying 15th overall. A close battle for second 250cc A was won by Kawasaki-mounted Darius Lattea over Todd Morain and Jeff Murgel.

Ohio's Jim Jarrett topped fellow Yamaha rider John Bennett to score the 200cc A class win, while young up-and-comer Jeremy Berwanger put in his best A-class ride to date for third.

North Carolina's Steve McSwain put in a winning performance in the Open A division aboard his Honda, leading Ohio's Rodney Judson and 13 other open bikers by about three minutes at the finish.

The Four-Stroke A class was won by Team Bromley's Barry Hawk Jr., who is also this country's fastest quadcycle off-roader. Big Carey Stump, back on the GNCC tour this year after a few seasons at home, was a respectable second.

Cernic's Suzuki rider Rick Kresic topped the Senior A (40+) class in Clarksburg, while North Carolina's Wayne Beaty directed his KTM to the top Super Senior (50+) spot, leading off-road legend Joe Lojak by three minutes at the final flag. CN

Wilderness 100
Clarksburg, West Virginia
Results: April 27, 1996 (Round 4 of 12)

O/A: 1. Steve Hatch (Suz); 2. Scott Plessinger (KTM); 3. Rodney Smith (Suz); 4. Randy Hawkins (Suz); 5. Fred Andrews (Yam); 6. Duane Conner (Yam); 7. Doug Blackwell (Yam); 8. Scott Summers (Hon); 9. Chris Smith (Hon); 10. Frank Keegan (Yam); 11. Tom Norton (Yam); 12. Tom Carson (Suz); 13. Tim Shephard (Yam); 14. Scott Phelps (Yam); 15. Daryl Conner (Yam); 16. Vance Earl (Yam); 17. Darius Lattea (Yam); 18. Robert Bennet (Kaw); 19. Todd Morain (Yam); 20. Jeff Murgel (Kaw).

PRO: 1. Steve Hatch (Suz); 2. Scott Plessinger (KTM); 3. Rodney Smith (Suz); 4. Randy Hawkins (Suz); 5. Fred Andrews (Yam).

OPEN A: 1. Steve McSwain Jr. (Hon); 2. Rodney Judson (Hon); 3. Michael Holbert (KTM); 4. Brian Sovak (Hon); 5. Wayne Perdue (KTM).

250 A: 1. Daryl Conner (Yam); 2. Darius Lattea (Kaw); 3. Todd Morain (Yam); 4. Jeff Murgel (Kaw); 5. Ross Benson (Suz).

200 A: 1. Jim Jarrett (Yam); 2. John Bennett (Yam); 3. Jeremy Berwanger (Yam); 4. Hans Neff (KTM); 5. Ronald Johnson (Hon).

4 STRK A: 1. Barry Hawk (Suz); 2. Carey Stump (Hon); 3. Donald Bigley (Suz); 4. Ralph Thorn (Suz); 5. Steve Stiller (Hon).

VET A: 1. Thomas Carson (Suz); 2. Tim Shephard (Yam); 3. Vance Earl (Yam); 4. Robert Kirchner (Suz); 5. Randy Mastin (Yam).

SR VET A/40+: 1. Richard Kresic (Suz); 2. Gallie Ward (Yam); 3. Charles Dailey (Hon); 4. Michael Schwartz (Suz); 5. Tom Meyers (KTM).

S/SR: 1. Wayne Benty (KTM); 2. Joseph Lojak (Yam); 3. David Dehner (Kaw); 4. William Miller (Suz); 5. Wade Summers (Hon).

OPEN B: 1. Robert Lich (Kaw); 2. Richard Burbick (KTM); 3. William Kaufman (KTM); 4. Steve Linton (KTM); 5. Mark Weiland (KTM).

250 B: 1. Gregory Gillian (Yam); 2. Mickey Frantz (Yam); 3. Jim Kelly Jr. (Yam); 4. Shawn Rogers (Yam); 5. Dustin Beaty (KTM).

200 B: 1. David Vancuren (Suz); 2. Luke McNeil (KTM); 3. Isaac Ackels (Kaw); 4. Dave Ash Jr. (Yam); 5. Rick Thompson (Kaw).

4 STRK B: 1. Ronnie Burnfield (Suz); 2. Terry Meek II (Suz); 3. Troy Wertz (Hon); 4. Ryan Barnett (Yam); 5. Timothy Cole (Hon).

VET B: 1. David Molnar (Suz); 2. Adam Cadle (Yam); 3. Clark Munger (Suz); 4. Mark Salapow (Hon); 5. Steve Cooke (Yam).

SR B: 1. Steven Hashman (KTM); 2. Robin Miller (Yam); 3. Richard May Jr. (Yam); 4. John Curran (KTM); 5. James Johnson (Kaw).

200 C: 1. Steven Graves (Yam); 2. Justin Conkle (Hus); 3. Gary Smith (Hon); 4. Mike Crane (Suz); 5. Craig Davis (Kaw).

250 C: 1. Mike Denison (Suz); 2. Sean Hastino (Yam); 3. Mark Yukevich (Yam); 4. Jason Jarvis (Yam); 5. Jonathan Wendell (Suz).

WMN: 1. Bonnie Hamrick (Yam); 2. Melissa Kelley (Suz).

MINI JR: 1. Seth Patton (Yam); 2. Drew Eggleston (Yam); 3. D.R. Atwood (Kaw); 4. Cody Mastin (Suz); 5. Brian Melik (Kaw).

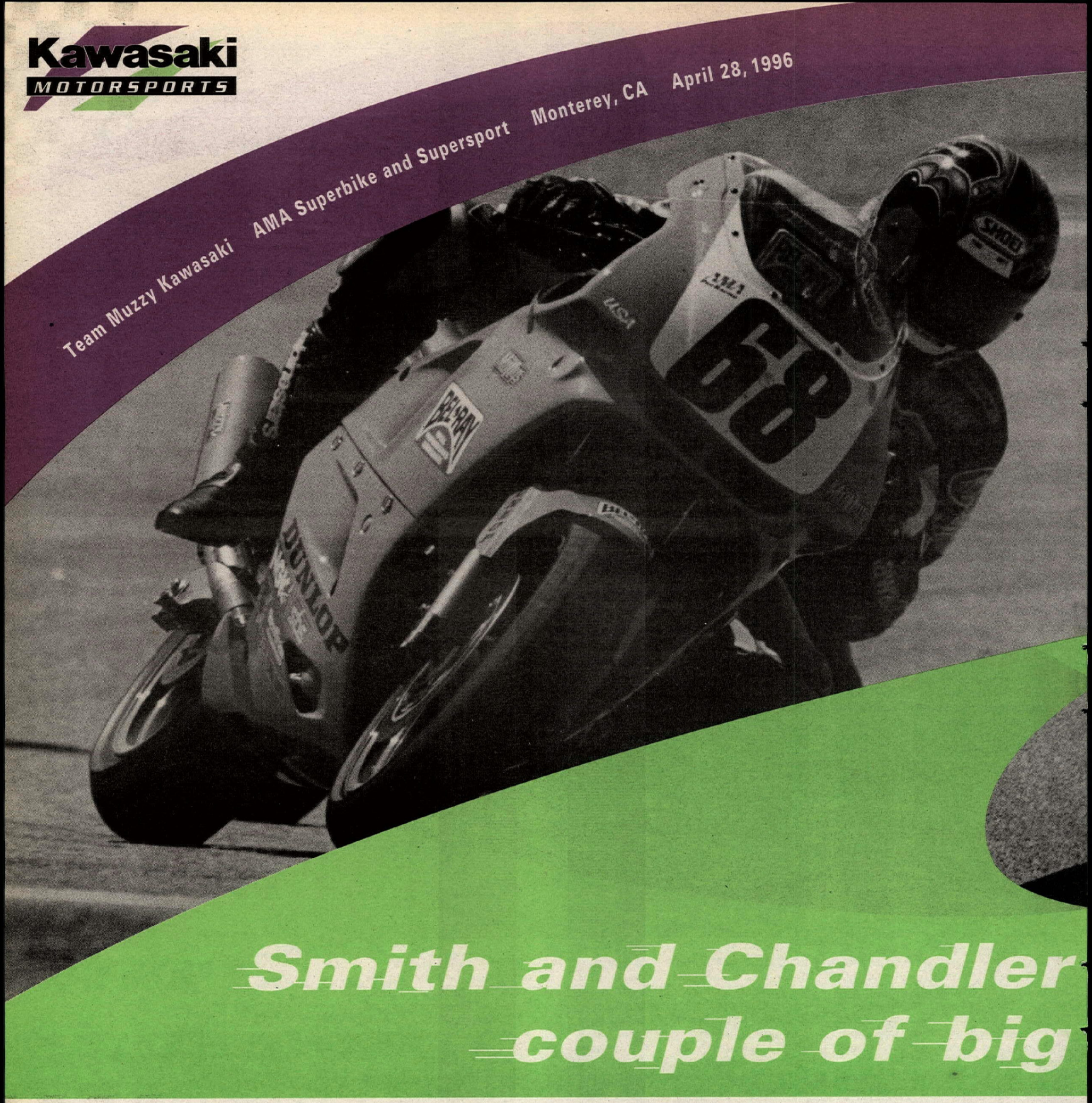
MINI SR: 1. Charlie Paskins (Yam); 2. Cole Calkins (Kaw); 3. Brandon Shriner (Yam); 4. Robert Stock (Yam); 5. Joshua Knapp (Hon).

AMA GNCC SERIES POINT STANDINGS (After 4 of 12 rounds): 1. Steve Hatch (75/1 win); 2. Scott Summers (73/3); 3. Randy Hawkins (62); 4. Rodney Smith (50); 5. Duane Conner (49); 6. Fred Andrews (46); 7. Keith Johnson (42); 8. Frank Keegan (38); 9. Ty Davis (38); 10. Scott Plessinger (34); 11. Tom Norton (33); 12. Gene Onail (27); 13. Tim Shephard (25); 14. Brian Keegan (25); 15. Scott Phelps (23); 16. Jason Dahners (21); 17. Daryl Conner (16); 18. Vance Earl (15); 19. Doug Blackwell (14); 15. Tom Carson (14).

Upcoming Rounds:
Round 5 - Brownsville, Pennsylvania, May 11
Round 6 - Boyers, Pennsylvania, June 2

Kawasaki MOTORSPORTS

Team Muzzy Kawasaki AMA Superbike and Supersport Monterey, CA April 28, 1996



Smith and Chandler couple of big

68

"These guys are some of the best motorcycle racers in the world. To get on a new team and beat these guys is a tall order – for anybody."
– Mike Smith

The green riders took first in both events at Laguna Seca. Mike Smith hooked the Supersport final on his Ninja ZX-6R, snapping Miguel DuHamel's historic 10-race win streak. Then on his Ninja ZX-7R, Doug Chandler netted the

TEAM MUZZY Kawasaki

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BEL-RAY

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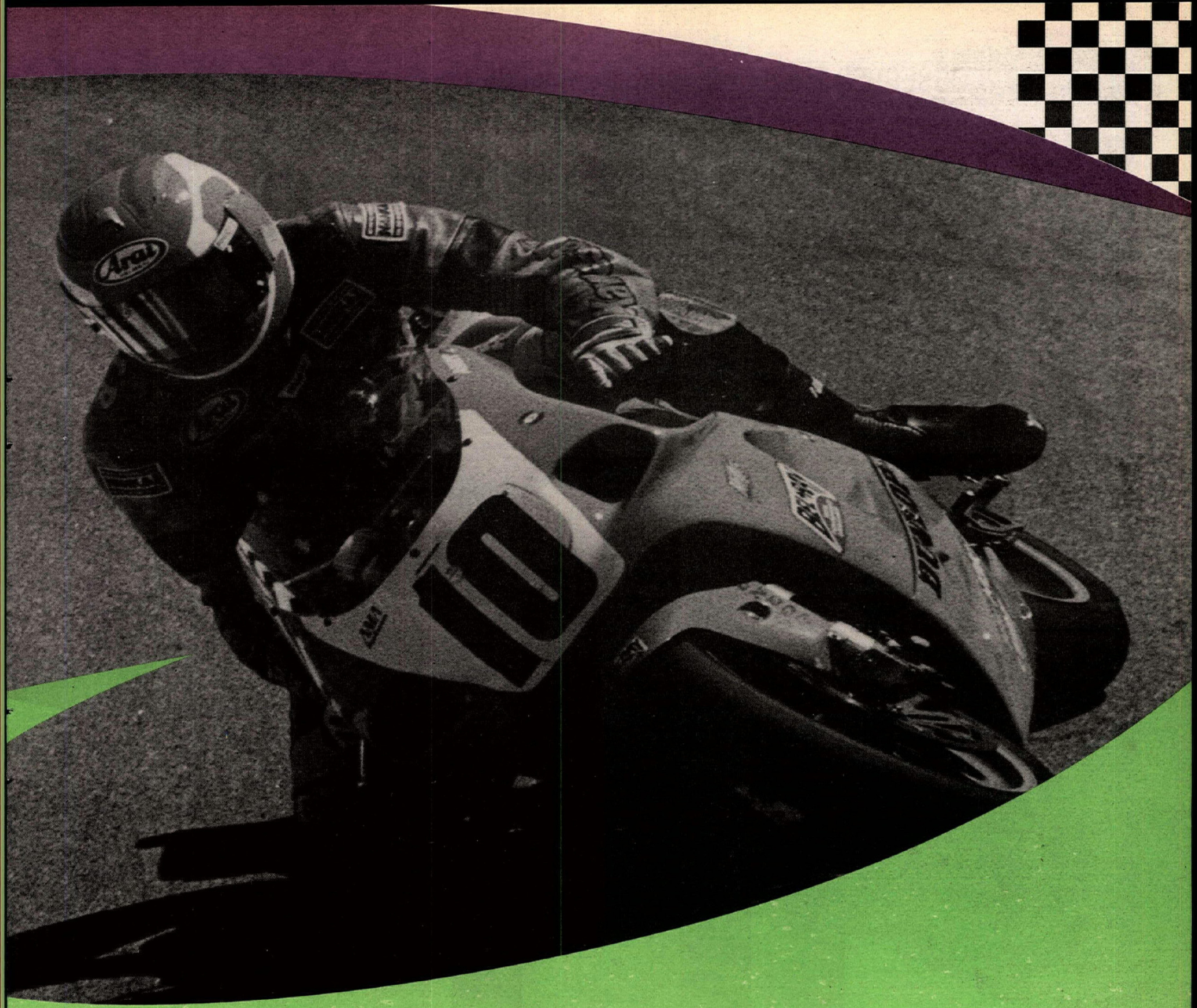

reel in a
ones near Monterey.

Superbike event and the points lead for the national championship. A sweet catch for this local hero, as it was so close to home and his first on this legendary track. As the series continues, expect to see the green team hauling in a few more.

"I was wanting to get the start to try and take control of the race and set the pace. I felt pretty comfortable."
– Doug Chandler, AMA Superbike national points leader

10

TSUBAKI DUNLOP sbs ÖHLINS

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Round 3: Redhall, Ireland

LAMPKIN LANDS *another!*

By John Dickinson

REDHALL, IRELAND, APR. 26-27

Spain, Great Britain and Ireland - the opening three World Trials Championship rounds staged in just three short weeks - have featured three totally different types of terrain:

Spain, all vertical climbs and drops set on dusty, dry, ultragrippy rocks; Britain, again vertical climbs, but on much more slippery, smooth sandstone covered with fine sand; and Ireland living up to it's wet, boggy romantic image with vertical climbs certainly, but set against a backdrop of ankle-deep mud in a damp, dark wood littered with tree roots and craggy rocks.

Britain and Ireland did have one notable thing in common, though. They had the same winner, the Beta factory's new number-one Doug Lampkin, who not only won the event but gave the entire field a lesson both in riding the slippery going and in total concentration. It wasn't so much a win as a giant psychological sideswipe as Lampkin dominated each of the three laps while Spanish World Round winner Marc Colomer again finished second to Lampkin just as he had in England. Going into the American round at Rhode Island, Lampkin is now one point behind Colomer in the series standings.

Ireland was a tough round for the mainland Europeans. After Britain, they had moved camp across the Irish sea and spent a full week in virtual non-stop rain that turned the venue into a gripless, muddy lake. They grumbled long and loud about the conditions and practiced only half-heartedly. Lampkin, in contrast, said nothing and practiced hard to master the difficult conditions. His persistence and optimism were to pay off handsomely. Friday's opening loop, containing 14 sections, depressed many of the Continentals even further as it was held in continual rain, which fell heavily at times.

Virtually everyone started out nervously, even Lampkin, who kicked off with a 1 and a 2, although his starting draw saw him at the head of the A group of graded riders. After a succession of determined but desperate attempts on the first section, Lampkin pioneered a totally different line on the final vertical climb out of a walled creek, which cost him a dab - and showed his rivals exactly what to do. Lampkin's 2 on the second hazard, which featured real old-fashioned non-stop slippery climbs up a tight, narrow deep-mud gully was bettered only by popular Spaniard Amos Bilbao, who fired his Gas-Gas out for just a 1.

The third sub was a particularly tortuous maze of turns and climbs on slippery rocks, and Lampkin's clean was matched only by seven-time World Champion Jordi Tarres, who was riding much better than in the previous week at Hawkstone Park.

The fifth section was probably the most dangerous, featuring several big rock-climbs in a vertical-sided canyon. Most riders reckoned that in the dry it wouldn't be much of a problem but were certainly apprehensive in the wet. The top cats here over the three loops turned out to be Colomer and Bilbao, who pulled out three brilliant cleans each. Lampkin took a safe 1 on his first visit but failed to better that on his two attempts the following day. In contrast, British rival Steve Colley found it easy, going 1-0-0 with no trouble at all.

But Lampkin had now gotten the measure of the slippery conditions, and he reeled off the last seven sections on the opening lap for a loss of just two marks, both coming on the mega-steps at the penultimate hazard (which Colomer failed) before both the Brit and the Spaniard claimed the only two cleans on the final man-made pile of rocks - the inclusion of which appears de riguer in World Rounds these days.

Lampkin, with 16 marks after the first day, held a three-point cushion over second-placed Tarres with Bilbao a further point behind that. Colomer was one point down on Bilbao in fourth place.

Saturday saw a damp but fine day, and conditions turned from very slippery on the opening circuit to sticky on the second. It was pretty much a case of swings and roundabouts as certain parts of the sections eased and others became more difficult.

Lampkin was very consistent as his 16-18-17 lap scores would later show. Colomer was always just a couple of marks behind, and no matter what the frustrated Spaniard did - and he was riding very well - Lampkin could match or top him. Lampkin pulled clear with brilliant clean and one-dab rides on the long, slippery seventh sub when all around him were taking 5s or hard-won 3s. Lampkin was unsettled twice on the final hazard though - as was Colomer - where Tarres was rather surprisingly the best, dropping just four marks in total.

Nonetheless, back in the finishing tent, winner Colomer was bubbling after carding 51 points to claim back-to-back World Rounds.

"That was a brilliant trial," Lampkin said. "But I'd like to go back out and clean that last section again. I messed it up at exactly the same point both times today."

Runner-up Colomer, with 65 points, was not quite so happy.

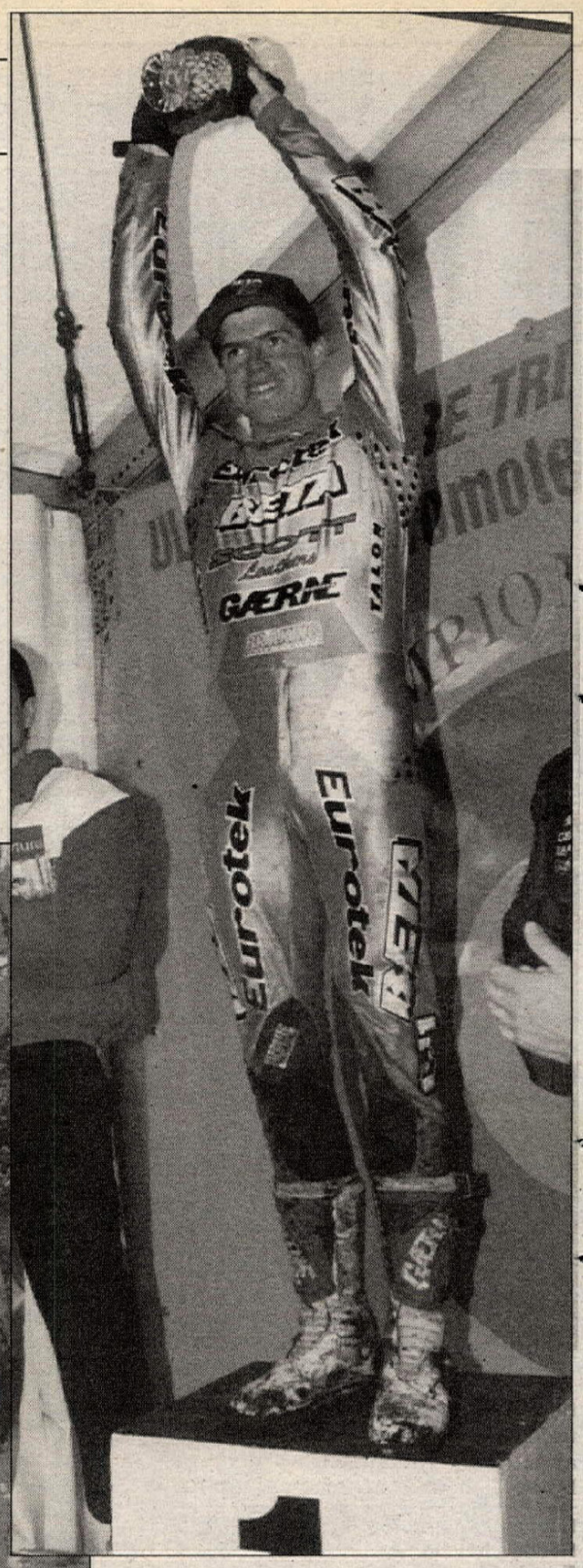
"It was difficult for me here with all the mud, and I have a problem with my leg," Colomer said.

Tarres was smiling, though, after coming on strong once again to gain third place with 72 points.

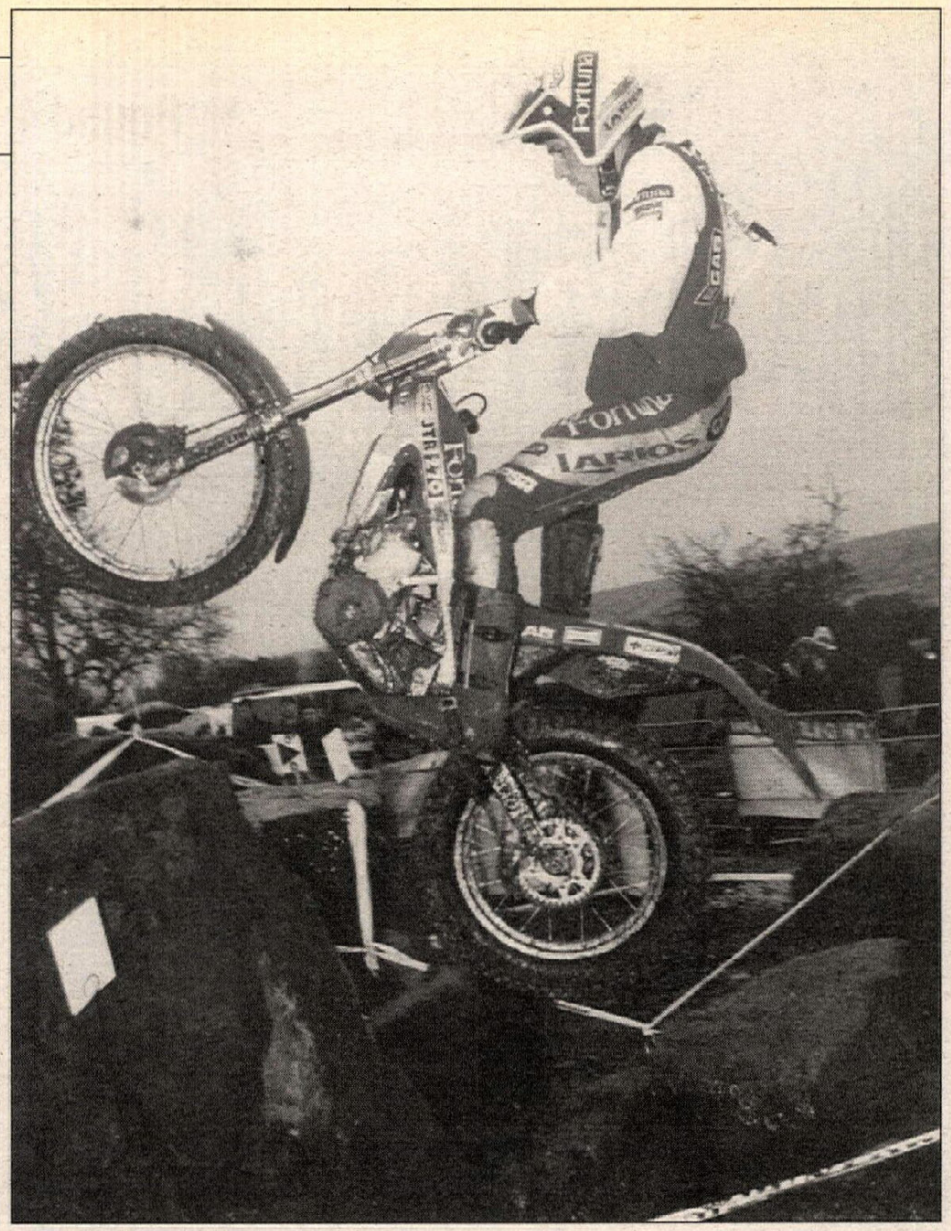
"The young riders always make it difficult for me, no?" the champion said. "But I rode much better than at Hawkstone. I have a problem with my back, and I can't practice too much, but maybe it is getting better."

Bilbao followed Tarres in fourth place after an inspired weekend while the impossibly slender Kenichi Kuroyama topped the ever-improving threat from Japan, Takahisa Fujinami. Kuroyama was on a mission after being beaten by the Honda-mounted, 16-year-old sensation in England. Fujinami was well in the points again in ninth place, but his full-throttle style was not always the answer in the Irish mud.

Steve Colley, who fully admits that he hates riding in mud and water, was surprised to inherit sixth place from Graham Jarvis after the Scorpa rider dropped a massive 40 marks on the final lap after holding fifth at the end of lap



Beta rider Doug Lampkin slithered his way to a 51-point total and hoisted his second victory trophy in as many rounds at the Irish World Trial. The Brit is now one point off the lead pace in the series standings.



(Left) Current points leader Marc Colomer gave it maximum effort but was frustrated with 65 points and second place after day two. (Above) Reigining World Champion Jordi Tarres continues to come along slowly while putting together fairly consistent finishes thus far in the series. The Spaniard was third in Ireland with 72 points. (Below) Coming along: Sixteen-year-old Japanese sensation Takahisa Fujinami finished ninth aboard his HRC prototype.

two. Veteran Italian rider Donato Miglio used all his experience to net eighth just ahead of Fujinami with Frenchman Bruno Camozzi completing the top 10. CN

Redhall
Redhall, Ireland
Results: April 26-27 (Round 3 of 10)

CHAMPIONSHIP: 1. Doug Lampkin (Bet) 51 points; 2. Marc Colomer (Mon) 65; 3. Jordi Tarres (G-G) 72; 4. Amos Bilbao (G-G) 79; 5. Kenichi Kuroyama (Bet) 80; 6. Steve Colley (G-G) 86; 7. Graham Jarvis (Sco) 94; 8. Donato Miglio (Bet) 101; 9. Takahisa Fujinami (Hon) 104; 10. Bruno Camozzi (G-G) 110; 11. Tomoyuki Ogawa (Bet) 111; 12. Joachim Hindren (G-G) 112; 13. Diego Bosis (G-G); 14. Takumi Narita (Bet) 113; 15. Joan Pons (Fan) 114.

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES POINTS STANDINGS (After 3 of 10 rounds): 1. Marc Colomer (54); 2. Doug Lampkin (53); 3. Jordi Tarres (40); 4. (TIE) Amos Bilbao/Bruno Camozzi/Kenichi Kuroyama (31); 7. Marcel Justribo (22); 8. Graham Jarvis (20); 9. Steve Colley (19); 10. Takahisa Fujinami (17); 11. Takumi Narita (16); 12. Tommi Ahvala (14); 13. Joan Pons (12); 14. Donato Miglio (11); 15. Diego Bosis (9); 16. Tomoyuki Ogawa (6); 17. Joachim Hindren (4); 18. Gabriel Reyes (2); 19. Jose-Antonio Benitez (1).

Upcoming Rounds:
Round 4 - Exeter, Rhode Island, May 25-26
Round 5 - Alma, Quebec, Canada, June 1-2

Briefly...

Tommi Ahvala continues to struggle through an injury-plagued season and DNFed in Ireland after breaking the first finger on his right hand in a big crash on Friday. His assistant and brother Jommi failed to catch the former world champion at the top of a steep climb, and the Fantic's handlebars crushed Tommi's finger on landing. The injury comes on top of the dislocated shoulder he has been carrying from an indoor trial crash and a broken toe sustained in England. "Call me Mr. Spectacular," the big Finn said dryly.

Ahvala was one of three first-day retirements. Spaniard **Jose Antonio Benitez** broke his wrist in a first-section tumble while Italian **Dario Re Delle Grandine** had his hand plastered when he broke a scaphoid upon landing hard from a 5-foot vertical drop.

Marc Colomer suffered a knee injury while crashing in the second section on Friday, requiring two stitches after the day's riding. On Saturday, he said it was no problem, but he was complaining about it on the second lap after he said the stitches had pulled out.

Jordi Tarres explained that his indifferent start to the season is due to the back injuries he sustained at indoor trials. "I have not been able to practice," Tarres said. "I am still not able to move properly. It gets better slowly. Also, I have been trying some different things on my bike, and they don't always work."

Ten-time British Champion and former world number two **Steve Saunders** marked out the sections in Ireland as well as in England. Saunders said that he reckoned it was time that the FIM appointed several individuals like him to oversee all World Championship trials. "If someone like myself - ideally two people - were given responsibility, riders would be guaranteed conformity of sections," Saunders said. "Some World Championship sections are very good, but some Clerks of Courses don't seem to know what is possible, what isn't, and what is downright dangerous."

Joachim Hindren, a hard-working rider who operates on one of the smallest budgets in the paddock, was rewarded with a good 12th place in Ireland. The young Finn, who rides a Gas-Gas for Dutch importer Wym Suker, beat established stars **Diego Bosis**, **Takumi Narita** and **Joan Pons** - who has been doing nothing since his switch to Fantic. Current European Championship leader **Gabriel Reyes** and fellow Spaniard **Marcel Justribo** failed to come to terms with the conditions.

Round 4: Little Raccoon Classic

Hawkins traps Li'l Raccoon win

By Deb and Steve Middlesworth
Photos by Steve Middlesworth

WELLSTON, OH, APR. 28

Nestled within Jackson County in southern Ohio is the small town of Wellston, which last weekend played host to the 22nd running of The Little Raccoon Classic National Enduro. The event, which was promoted by the Appalachian Dirt Riders Inc., got under way at the county fairgrounds and ran through some of the finest enduro terrain this country has to offer. Team Suzuki's Randy Hawkins, who has collected the infamous Raccoon Cap the last three years, earned his fourth in a row when he crossed the final check with the fewest penalty points.

"This is Ohio, and I've always liked Ohio and the racing here. I've had a lot of fun here and this place suits my style of riding real well, and the guys put on a great race here," said the victorious Hawkins.

Hawkins' teammate Steve Hatch snared the runner-up honors for his efforts, while the Sport Cycle Racing Yamaha with Doug Blackwell aboard grabbed the number-three spot. KTM's Mike Lafferty rolled in with fourth and Duane Conner came out of the A class to take the fifth-overall spot.

The three front-runners also competed in a hare scrambles race in West Virginia the day before with Hatch taking the win there. The Suzuki team did quite well in West Virginia as a matter of fact with fellow team rider Rodney Smith and Hawkins taking third and fourth respectively. Blackwell also rode there and finished up seventh.

Prior to the enduro, Hatch commented on his readiness by saying, "I feel good today. I just think of this as a two-day event with yesterday as day one and today as day two. Yesterday our goal was to win and we did that so our goal today is to do the best we can and hopefully win. That would be a real Cinderella weekend for us."

The 150-mile event utilized some paved roads, while criss-crossing over the countryside through just about every imaginable type of terrain. The course included tight sections through the woods, river crossings, rocky sections, muddy tree-rooted areas, wide-open clear-cut, log-congested areas, as well as the occasional briar patch.

Most of the riders had nothing but high praise for the course. As Team KTM's Mike Lafferty put it afterwards, "So far this has been the best race of the series. These were *trails* compared to the other races, which were pretty much wide open. This is tree-banging fun - for people like us anyhow, but people out West might not say enough of that. I have felt more comfortable here than any of the other races."

Although Hawkins was able to get to all the checkpoints with the fewest penalty points, he didn't get through the day unscathed. Midway into the race he clipped a tree and bent the brake lever really bad.

"When I arrived at the next gas stop my mechanic (and team manager) Mike Webb replaced the entire brake system in under seven minutes. They really hustled to get me back on track," Hawkins said.

Going into the last section, Hatch had the lead with a one-point advantage over Hawkins. His luck would change for the worse, however, as he lost the use of his Roll-Offs on his goggles and was plagued with a continuous streak of setbacks for the rest of the race. "I was riding really good and had Randy (Hawkins) by a point and everyone else by two or three. About three miles into the last section my Roll-Offs broke and I had no goggles to speak of. Every time I caught a lapper they'd roost me and I'd have to stop to clean them. I crashed about 15 times more than I should've and went over the bars a few times and knocked myself silly," said the disappointed Hatch.

Blackwell had some problems early on but got his rhythm after the first couple of sections and began to improve on his times.

"I smashed my pipe pretty good in the first section," said Blackwell. "I went down and it must have fallen on a log or something. It killed the power a little bit but we rode it out. Things weren't going my way in the morning but it turned around by the middle of the day and things started working real well."

KTM's Matt Stavish endured the race with a severely sprained ankle and salvaged a sixth-place finish through it all. He had injured it at Loretta Lynn's and was riding with it heavily taped.

(Left) Five-time National Enduro Champion Randy Hawkins recorded his first win of the year, moving him to just one point behind series leader Ty Davis, who skipped the Little Raccoon Classic to compete in the National Hare & Hound in California.
(Below) Steve Hatch kept Hawkins honest all day, finishing second overall.
(Right) Third overall went to hare scrambles racer Doug Blackwell.

(Right) Terry Cunningham gave the home crowd something to cheer about. The four-time champ won the 200cc A class, finishing ninth overall. (Below) KTM's Mike Lafferty placed fourth overall.

(Left) TM's Kevin Bennett carded a seventh overall finish. (Below left) John Eric Burleson, son of eight-time National champ Dick Burleson, finished second in the Four-Stroke A class.

(Left and right) The Little Raccoon Classic Enduro lived up to its reputation as a tough and challenging event.

"The first section right off the start, at about the 2.9 mark, I thought about quitting right there it hurt so bad," said Stavish. "I don't know if I had to loosen it up or what, I hit it early on a couple of times and it hurt bad but by the last section it didn't affect me much at all."

Some controversy arose at the end of the race when a few of the riders protested a checkpoint that was right off the side of a paved road. The riders complaint was that the officials left the checkpoint and had come out onto the road and waved them to come in even though they were still 200-300 yards down the road. Hatch was one of the beneficiaries of the ruling because the burned checkpoint would have cost him 17 points.

"It was dangerous because of all the cars parked along the side of the road and the motorcyclists had to pull off to the side of the road due to the oncoming car traffic, and then what they were doing was coming out of the checkpoint and writing down some numbers but not all of them," said Hatch. " You can't come out of the checkpoint according to the AMA rules. So they made it an observation checkpoint and didn't penalize anyone there."

With this victory, Hawkins was able to close to within one point of the series leader, Kawasaki's Ty Davis, who was out in California participating in the National Hare & Hound event. Davis is after multiple championships this year and needed to earn some points in that series since he had established a sizable points lead in the enduro series. CN

Little Raccoon Classic National Enduro
Wellston, Ohio
Results: April 28, 1996 (Round 4 of 9)

O/A: 1. Randy Hawkins (Suz); 2. Steve Hatch (Suz); 3. Doug Blackwell (Yam); 4. Mike Lafferty (KTM); 5. Duane Conner; 6. Mat Stavish (KTM); 7. Kevin Bennett; (TM); 8. Gene O'Nail; 9. Terry Cunningham (Kaw); 10. Kevin Hines (CRE)

250 A: 1. Duane Conner; 2. Gene O'Nail; 3. S. Summers; 4. C. Halasek: 5. R. Jenks; 6. R. Reese

200 A: 1. Terry Cunningham; 2. K. Brown; 3. K. Getz; 4. D. Rinehart; 5. R. Mahn; 6. H. Whipple

Open A: 1. B. Sells; 2. S. Nalley; 3. R. Whipple; 4. T. Hart; 5. D. Poling; 6. R. Kline

VET A: 1. M. Hyde; 2. R. Ingold; 3. D. Santi; 4. E. Davis; 5. D. Ford; 6. E. Kozzler

4-STK A: 1. J. Green; 2. Jon Burleson; 3. B. Bennett; 4. J. Miller; 5. D. Rudder

S/SR A: 1. J. Giles; 2. R. Cone; 3. G. Doerr

125 B: 1. J. Berwanger; 2. S. Sims; 3. C. Mylear; 4. S. Clary

200 B: 1. D. Kitchen; 2. J. Carpenter; 3. B. Carpenter

250 B: 1. D. Byron; 2. T. Aretz; 3. J. Sexton

OPEN B: 1. E. Robson; 2. B. Barr; 3. D. Davenport

4-STK B: 1. R. Barn; 2. E. Mutto; 3. D. Russell

VET B: 1. P. Curry; 2. M. Jenkins; 3. J. Lambert

SR B: 1. B. Rose; 2. R. Goldsmith; 3. J. Anthony

SUPER SR. B: 1. L. Menefee

200 C: 1. J. Smith; 2. J. Hammond; 3. G. Kerr

250 C: 1. J. Calveit; 2. J. Hill; 3. S. Redden

OPEN C: 1. S. Gilbert; 2. P. Rydvewski; 3. J. Wahrer

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 4 of 9 rounds): 1. Ty Davis (90/3wins); 2. Randy Hawkins (89/1win); 3. Steve Hatch (73); 4. Mike Lafferty (70); 5. Kevin Hines (61); 6. Mat Stavish (55); 7. Kelby Pepper (40); 8. Kevin Bennett (28); 9. Pat Garrahan (25); 10. Jason Dahners (23)

Upcoming Rounds:
Round 5 - West Greenwich, RI, June 23
Round 6 - Canton, IL, September 8

Briefly...

Dick Burleson and son **John Eric** made the trek down from Michigan to participate in the Little Raccoon Classic. "John has gotten to be a really good rider," said the senior Burleson. "He just needs to get some competition under his belt and I'm just along to help him out." As it was, John Eric pulled off a second-place finish in the Four-Stroke A division while dad suffered carburetor problems and dropped out just after the 50-mile marker.

The real hard-luck story belonged to the CRE rider **Kevin Hines** who was running fourth in the series just one point out of third in the standings. "About 14 minutes before the start, as I was heading to the line, I grabbed my front brake and broke the front caliper carrier in half so I had no front brake," he said. "I went back to the van and we rigged another one on, but it wasn't the right one and one of the bolts was stripped. It also had no sensors so I had no odometer or computer. Thanks to KTM, they let me borrow a brake system about 20 miles into the race. That helped, but I still didn't have any timekeeping equipment." Hines ended up finishing 10th overall on the day.

Suzuki's **Rodney Smith** was entered in the race but was there to just have some fun and do some testing on the bike. His day didn't last long, however, as he ran into a tree and injured his back. Rather than risk further injury, Smith decided to call it a day and exited the course. His teammates didn't fair much better either. Randy Hawkins had blood all over his nose from a thorny branch he failed to see and duck under, and Steve Hatch suffered a possible broken toe on his right foot after crushing it between a log and his footpeg.

Mike Azbell, president of the Appalachian Dirt Riders Inc., extended his gratitude to the guys from the New Straightsville Enduro Riders, Enduro Riders Association, Pioneer Motorcycle Club, Pike Run Enduro Riders, and the Laurel Ridge Enduro Riders clubs for helping out and manning the checkpoints along the course. "This is really a case of people helping people and because of all the help we are able to pull off a premier event," said Azbell.

Round 2: Glen Helen Raceway

Smail blows 'em away

By Cameron Coatney
Photos By Kinney Jones

SAN BERNARDINO, CA, APR. 28

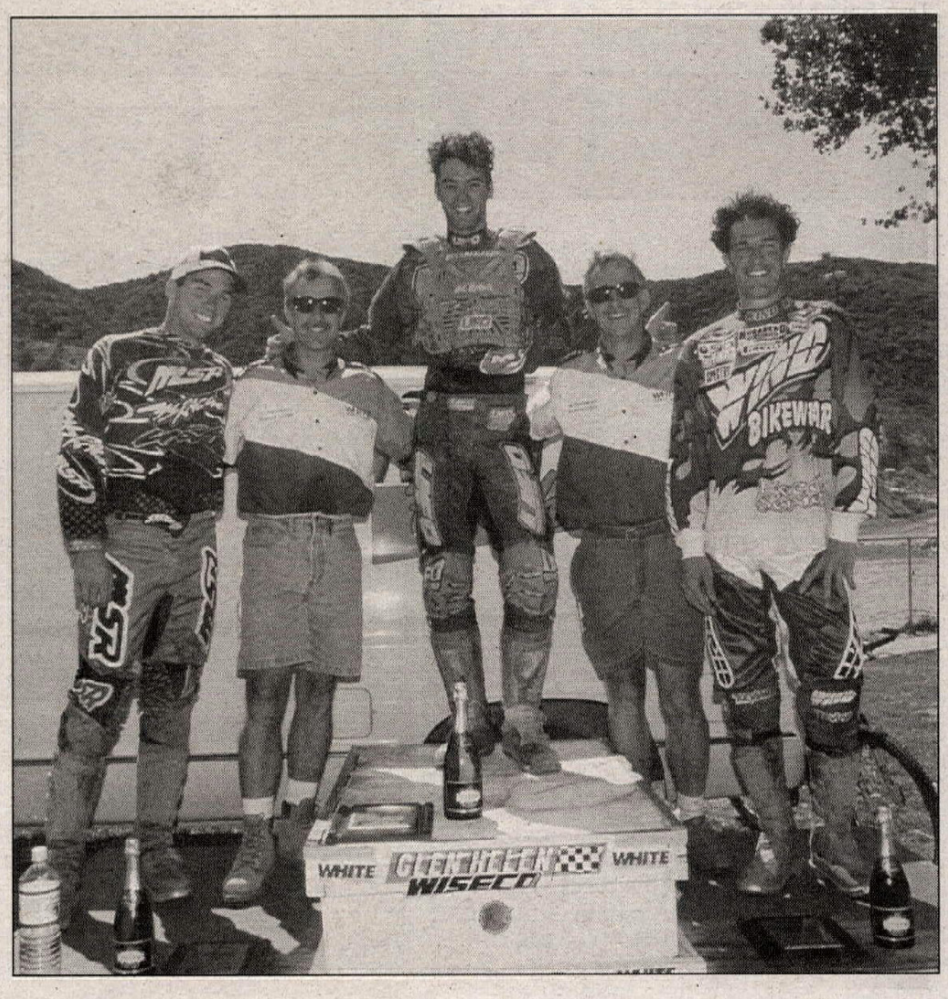
The White Brothers World Four-Stroke MX Championships returned to Glen Helen Raceway in San Bernardino, California, doubling as round two of the AMA Western National Four-Stroke MX Series. Nearly 250 entrants signed up for the popular motocross event, which also featured a challenging dual sport loop into the San Bernardino mountains that was to be completed between the dual sport-class motos. The track was nicely prepared and utilized some sections that will be used in the upcoming AMA National Motocross round that will be held at Glen Helen on May 12.

Saturday's practice session was a true testament of things to come, with KTM's Lance Smail flying around the circuit. At one point, however, Smail stalled his KTM 620 and couldn't get it refired for about 15 minutes, which had some riders joking about stuffing Smail in the races and making him stall his bike to take him out of contention. Husaberg's Mike Young was turning in good lap times, along with CCM's Terry Fowler and Gordon Ward, ATK's Scott Myers, Husaberg's Micky Dymond, IMS Honda 440-mounted E.J Wright and White Brothers Honda rider Spud Walters.

When Sunday rolled around, the riders had a little bit more to contend with than just the usual track obstacles. The wind had kicked up immensely to about 30 mph out of the Cajon Pass and would dry out the higher sections of the track as the day progressed and make for some creative cornering and jumping techniques in the crosswind sections. Creative measures were also needed by teams and sponsors to keep their canopies grounded in these conditions.

When the gate dropped in the first Open Pro moto, it was Young emerging from the carnage created by Dymond's slide-out, followed by KTM-mounted Dave Coupe, Myers, and CCM's Billy Liles.

(Above) Mike Young (273), Jimmy Lewis (371), Gordon Ward (3), Spud Walters (64), Dave Coupe (116), and Scott Myers (98) rail through the first corner in the Open Pro class. Eventual winner, Lance Smail (79) hugs the inside line.
(Right - left to right) Third-place finisher Spud Walters, winner Lance Smail, and runner-up Mike Young ham it up on the podium with Tom and Dan White.



"I got a great jump," explained Dymond, "but I went in too deep, took a quick turn in the loose stuff, got sideways, and went down. I got a little excited and thought I could pull it off." Dymond picked his bike off of the ground and, after a few kicks, was charging toward the front of the pack.

Young immediately began to pull out a huge lead over the rest of the field, while Smail was working his way up from a 10th-place starting position.

"I got really squirrelly out of the gate and backed off a little into the first turn," said Smail. "It took a while to get up there. A couple of guys fell and it helped me out, and then I really started to move." Drey Dirks crashed and pulled off, while Billy Liles got sideways in the back section collecting Walters along with him.

Move is not exactly the correct terminology for what Smail did next. He was flying, and was by far the fastest man on the track. By the sixth lap he was already up to second place and only about 10 seconds behind the hard-charging Young. Both riders began to pull away and put about 30 seconds on the rest of the field. Newcomer to the series Myers was hanging tough on his factory ATK in third, followed by Coupe, Jimmy Lewis, Wright, and Walters. Dymond was mounting his own comeback and gaining on the group fast. Wright would later drop back to 10th with a clogged airfilter.

With less than four laps to go, Smail had moved to within striking distance of Young, at only three seconds back, and Dymond had moved past Myer's into third. Then the unthinkable happened in one of the back sections of the course - Smail washed out in a corner and stalled the big KTM. Luckily for Smail, his bike started after a few kicks and he was able to hold on to the second-place position. Young took the win going away, followed by Smail, Dymond, Myers and Walters.

While the amateur classes ran in between the Pro motos, their mechanics stayed busy checking airfilters and oil levels, and changing tires, or at least flipping a fresh edge around for the all-important start. When the group rounded the first corner at the start of the second Pro moto, it was again Young's factory Husaberg streaking to the front followed by Lewis, Ward, Walters and Myers in fifth place.

By the end of the first lap, Smail had gotten by Lewis for fifth place and had his sights set on Young. Smail was riding like a man possessed, and everyone in attendance could tell that Smail would soon be breathing down Young's neck. Whoever won this moto would most likely take the overall win for the day. A win for Young meant he would be tied in the series points with Smail, and a win for Smail would give him a six-point lead in the series. Things began to get very interesting.

By lap four Smail had passed Fowler, who was having a good race after a DNF in the first moto, and Walters to take control of third. And by lap seven Smail had deposed Myers to take second place. Now all Smail had to do was get around Young, who knew he was back there and began riding the widest Husaberg in the state.

Young put up a valiant effort to hold off the hard-charging Smail, but his bike just wasn't wide enough. On lap 11, Smail passed Young down the backside of the huge sweeping uphill just before "Animal Leap." The race for first was basically over then, as Smail began to pull out a large margin between the two. Young was tired but would easily hold on for second because of the huge lead the two riders had put on the rest of the field during their little battle. Walters held on for third, followed by Myers in fourth, and Fowler in fifth.

"It was hard to pass on this track," explained Smail. "Mike (Young) tried to cut me off up the hill and lost drive as I passed him. I won the drag race down the hill and was happy to get around him. I knew he was tired so I just charged on for the win."

Young was happy with his second-place finish, which netted him second overall.

"I got a ragin' start again, but the

track was a lot rougher and I began to lose my concentration," lamented Young. "I tried to stay fluid after Smail got by me, but I was going as fast as could. I realized I should just save it for next week in Hangtown."

Third place in moto two for the White Brothers XR400-mounted Walters, combined with his fifth place from moto one, was good enough for third overall and a spot on the podium.

"This is my first four-stroke race," commented Walters. "I live up north and was riding at Perris when Tom and Dan (White) offered me the ride here. I hope this result will earn me a ride for the rest of the series."

Myer's pulled off another fourth-place ride on his ATK in moto two, and took home the money for fourth overall. Lewis' 10th-place finish would earn him a surprising fifth overall.

Former 250cc National Champion Gary Jones used one of the factory CCM's to take the overall win in the 40+ Expert class, followed by Bob Rutten and Jim O'Neal, both on Hondas.

Larry Roeseler showed up on his Stroker Speed Equipment Kawasaki to win the 30+ Expert class over Willy Musgrave, as well as taking the win in the 450cc Expert class over Marc Johnson on a Suzuki, and Robb Mesecher on a Honda. CN

Glen Helen Raceway
San Bernardino, California
Results: April 28, 1996 (Round 2 of 8)

OPEN PRO MOTO 1: 1. Mike Young (Hbg); 2. Lance Smail (KTM); 3. Micky Dymond (Hbg); 4. Scott Myers (ATK); 5. Spud Walters (Hon); 6. Jimmy Lewis (Hbg); 7. Dave Coupe (KTM); 8. Willy Musgrave (Hon); 9. Gary Dirks (Hbg); 10. E.J. Wright (Hon); 11. Erik Anderson (Hbg); 12. Pete Murray (Hus); 13. Steve Rawson (Hus); 14. Britt Woodring (MT); 15. Dana Bray (Hon); 16. Billy Liles (CCM); 17. Darren Oliver (Hbg); 18. Cliff Cook (Hbg).

OPEN PRO MOTO 2: 1. Lance Smail (KTM); 2. Mike Young (Hbg); 3. Spud Walters (Hon); 4. Scott Myers (ATK); 5. Terry Fowler (CCM); 6. Drey Dirks (KTM); 7. Gordon Ward (CCM); 8. Gary Dirks (Hbg); 9. Willy Musgrave (Hon); 10. Jimmy Lewis (Hbg); 11. David Barrett (Hon); 12. Dave Coupe (KTM); 13. Pete Murray (Hus); 14. Cliff Cook (Hbg); 15. Dana Bray (Hon); 16. Micky Dymond (Hbg); 17. Darren Oliver (Hbg); 18. E.J. Wright (Hon); 19. Billy Liles (CCM); 20. Erik Anderson (Hbg); 21. Steve Rawson (Hus).

OPEN PRO O/A: 1. Lance Smail (KTM); 2. Mike Young (Hbg); 3. Spud Walters (Hon); 4. Scott Myers (ATK); 5. Jimmy Lewis (Hbg); 6. Gary Dirks (Hbg); 7. Willy Musgrave (Hon); 8. Dave Coupe (KTM); 9. Micky Dymond (Hbg); 10. Pete Murray (Hus); 11. E.J. Wright (Hon); 12. Terry Fowler (CCM); 13. Drey Dirks (KTM); 14. Dana Bray (Hon); 15. Gordon Ward (CCM); 16. Erik Anderson (Hbg); 17. Cliff Cook (Hbg); 18. Darren Oliver (Hbg); 19. David Barret (Hon); 20. Billy Liles (CCM); 21. Britt Woodring (MT); 22. Steve Rawson (Hus).

AMA WESTERN NATIONAL FOUR-STROKE MX SERIES POINT STANDINGS (After 2 of 8 rounds): 1. Lance Smail (96 points/2 wins); 2. Mike Young (90); 3. Dave Coupe (53); 4. Drey Dirks (51); 5. Micky Dymond (50); 6. Gary Dirks (45); 7. Terry Fowler (41); 8. Gordon Ward (39); 9. E.J. Wright (37); 10. (TIE) Spud Walters/Scott Myers (36); 12. (TIE) Darren Oliver/Steve Rawson (28); 14. (TIE) Jimmy Lewis/Robert Naughton/Destry Abbott (26); 17. Willy Musgrave (25); 18. Dana Dray (24); 19. Billy Liles (22); 20. Cliff Cook (19).

DL SPRT INT: 1. Eric Graves (Hus); 2. Greg Carter (KTM); 3. Mark Howard (Suz); 4. Donny Sieverton (Hon); 5. Damon Powell (KTM).

DL SPRT NOV 1. John Bennett (Hon); 2. Jeff Hanzo (KTM); 3. Mike Dunlap (KTM); 4. Steve Souisa (ATK); 5. Greg Severson (Hon).

150 MOD EX 1. Ray Groom (KXR); 2. Brian Calhoun (KXR); 3. John Killian (KXR); 4. Bobby Langin (KXR); 5. Duane Brown (BBR).

150 MOD INT 1. Chris Alamangos (Hon); 2. Craig Jelich (Hon); 3. Ryan Chamberlain (Hon); 4. Donn Maeda (Hon); 5. Jay Spratt (KXR).

150 STK 1. Jeff Hoeppner (Hon); 2. Jeff Moore (Hon); 3. Gary Martini (Hon); 4. Joey Compise (Hon); 5. Jason Cuffel (Hon).

VINT SGL 1. Mark Obert (Hon).

40+ EX 1. Gary Jones (CCM); 2. Bob Rutten (Hon); 3. Jim O'Neal (Hon); 4. George Kohler (Hon); 5. Tom White (Hon).

40+ INT 1. Cosmic Miller (Kaw); 2. David Wallace (Kaw); 3. Alan Kent (Suz); 4. Vic Curti (Hon).

40+ NOV 1. Jeff Morris (Hus); 2. Karl Scanlon (Hon); 3. Ray Conway (Hon); 4. Bruce Niles (Hon); 5. Walter Miles (Hon).

OPEN NOV 1. Alex Zapata (Kaw); 2. Shawn McIntosh (Hbg); 3. Kenny Allen (Hon); 4. Chuck Dempsey (ATK); 5. Karl Holmberg (Hbg).

OPEN INT 1. Tim Nash (Hus); 2. Todd Broussard (Kaw); 3. John Anderson (Hon); 4. Mark Mychajlin (Hus); 5. Jeff Moore (Hon).

30+ EX 1. Willy Musgrave (Hon); 2. Larry Roeseler (Kaw).

30+ INT 1. Todd Broussard (Kaw); 2. Bob Rutten (Hon); 3. Eric Graves (Hbg); 4. Donny Sievertson (Hon); 5. John Anderson (Hon).

30+ NOV 1. Kenney Allen (Hon); 2. Steve Reeves (ADB); 3. Karl Holmberg (Hbg); 4. Larry Landes (KTM); 5. Jon Cook (Hbg).

450 EX 1. Larry Roeseler (Kaw); 2. Robb Mesecher (Hon); 3. Marc Johnson (Suz).

450 INT 1. Ken Faught (Hon); 2. Tim Johnson (Hbg); 3. Vic Curti (Hon).

450 NOV 1. Jim O'Neal (Hon); 2. Mondo Duran (Hon); 3. Cory Pankow (Hon); 4. Thomas Engelhardt (Hon); 5. Mark Vanscourt (Hon).

300 EX 1. Ray Groom (Hon).

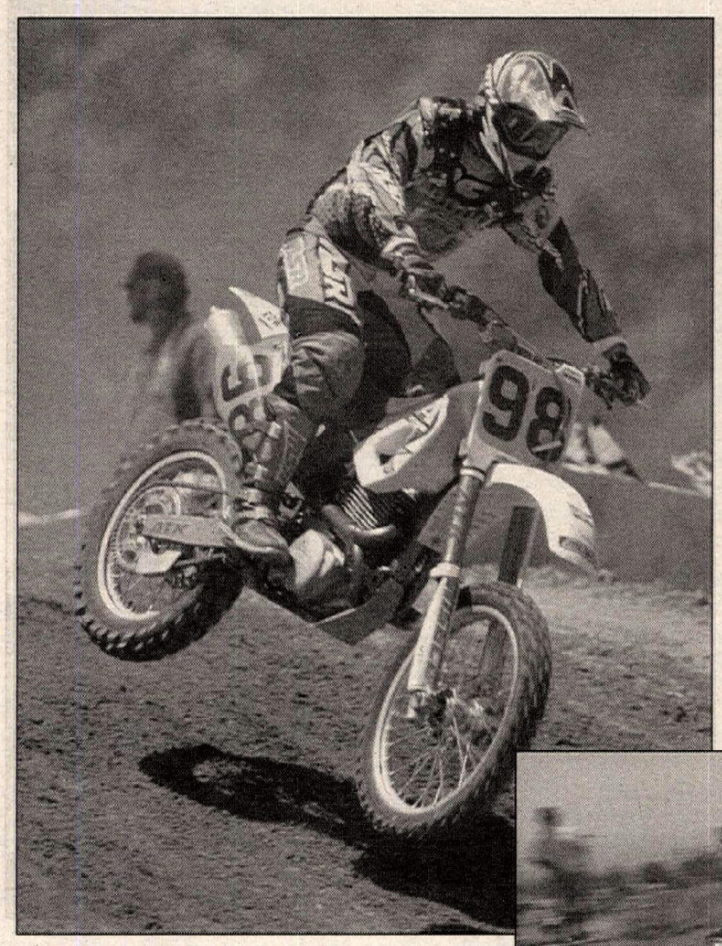
300 INT 1. Tim Olson; 2. Cosmic Miller (Kaw).

300 NOV 1. Donn Maeda (Kaw); 2. Todd Ailes (Hon); 3. Dan Hutchinson (Hon); 4. Ryan Lester (Kaw); 5. Tom Daversa (Kaw).

Upcoming Rounds:
Round 3 - Sacramento, California, May 5
Round 4 - San Bernardino, California, May 12

(Left) Smail lays his factory KTM620 out over a Glen Helen table-top. Rumors circulated that Smail was using a works two-stroke ignition on his machine that made it tough for him to pass the 105db sound test. He passed, as did the rest of the field.

(Right) Smail and Young battled fiercely in the second Pro moto. Smail eventually reeled in Young and made the pass on the back side of the large uphill to secure the overall win.



(Left) Scott Myers, a 250cc National regular, took his new-found factory ATK ride to fourth overall. Surprisingly, Myers had only ridden the bike twice. (Below) Fellow 250cc National regular Spud Walters made the White Brothers proud by taking their XR400 to third overall with consistent 5-3 moto finishes.

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#65E) 1995 Motocross des Nations
Great Britain stopped the USA's winning streak in '94, but the strong Belgian team made 1995 their turn after a 15-year wait. See just how close Team USA came to taking it back. 90 minutes from Duke Video USA. **$34.95**

(#67) 1995 World 125cc MX Series Review
Follow the entire '95 World Championship MX Series, from the stifling heat of Italy to the nail-biting clincher in Germany when just 3 points separated dynamic Italians Puzar & Chiodi. 90 minutes from Duke Video USA. **$34.95**

(#68A) 1995 World 250cc MX Series Review
Belgium's Stefan Everts started as favorite, but received constant pressure from fellow countryman Bervoets, USA's Moore and Vohland, Italy's Bartolini, Germany's Beirer, and England's Nicoll. Highlights cover all 15 rounds, down to when the title was decided at the final in France. 90 minutes from Duke Video USA. **$34.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#69) 1995 World 500cc MX Series Review
Belgian Joel Smets changed to a 4-stroke Husaberg in '95 in the hope of winning his first world crown. But Louisiana's former 125cc & 250cc World Champion Trampas Parker had his own ideas. Could he really stop Smets? 90 minutes from Duke Video USA. **$34.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150F) 1995 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo. **$24.95**

(#151F) 1995 Sacramento AMA National MX
Round #2 of 250cc action from the 27th annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo. **$24.95**

(#153F) 1995 Mt. Morris AMA National MX
Round #3 of 250cc action from the 19th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo. **$24.95**

(#154F) 1995 Budd's Creek AMA National MX
Round #4 of 250cc action from the Budd's Creek AMA National MX in Maryland. 47 minutes from Motovideo. **$24.95**

(#155F) 1995 Southwick AMA National MX
Round #5 of 250cc action from the brutally rough & sandy Southwick, Massachusetts track. 47 minutes from Motovideo. **$24.95**

(#156F) 1995 Buchanan AMA National MX
Round #6 of 250cc action from the 22nd Annual Red Bud Track 'n' Trail National in Buchanan, Michigan. 47 minutes from Motovideo. **$24.95**

(#157F) 1995 Troy AMA National MX
Round #7 of 250cc action from Kenworthy's MX in Troy, Ohio. 47 minutes from Motovideo. **$24.95**

(#152F) 1995 Unadilla AMA National MX
Round #8 of 250cc action from the infamous Unadilla circuit in New Berlin, New York. 47 minutes from Motovideo. **$24.95**

(#158F) 1995 Millville AMA National MX
Round #9 of 250cc action from the sandy & rough Millville, Minnesota track. 47 minutes from Motovideo. **$24.95**

(#159F) 1995 Washougal AMA National MX
Round #10 of 250cc action from the Washington's picturesque Washougal Motocross Park. 47 minutes from Motovideo. **$24.95**

(#160F) 1995 Binghamton AMA National MX
Round #11 of 250cc action from Binghamton, New York. 47 minutes from Motovideo. **$24.95**

(#161F) 1995 Delmont AMA National MX
Final round of 250cc action from Pennsylvania's Steel City Raceway. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301G) 1996 Orlando Supercross
Round #1 of 125/250cc AMA Supercross Series action from the Citrus Bowl in Orlando, Florida. 50 minutes from Fox Video. **$24.95**

(#310G) 1996 Minneapolis Supercross
Round #2 of 125/250cc AMA Supercross Series action from the Metrodome in Minneapolis, Minnesota. 50 minutes from Fox Video. **$24.95**

(#303G) 1996 Anaheim Supercross
Round #3 of 125/250cc AMA Supercross Series action from the former Rams Stadium in Anaheim, California. 50 minutes from Fox Video. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold: 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#79G) 1995 125/250cc GP Review
2 hours of close-fought World Championship road racing featuring all the 250cc rounds and the best action from the 125's. Biaggi defends his crown against Harada & Waldmann while teenage star Aoki holds off Perugini, Sakata & the rest in the 125's. Includes plenty of on-bike camera footage. 120 minutes from Duke Video USA. **$34.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#407B) 1995 Laguna Seca WSB
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT.'92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#93) Mad Sunday: The Fans' TT
Top class road racing might be one good reason to visit the Isle of Man TT, but it sure isn't the only one. Even if you're never lucky enough to experience the fans' TT for real, it's all here: "everything else" you'll ever see besides the racing on the weekend of Mad Sunday. 60 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo. **$29.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#400B) 1995 World Superbike Series Review
In '95, Carl Fogarty went one better and rewarded his loyal British fans by storming through his second successful WSB Championship on the big Ducati 916. Highlights from all 12 rounds from Hockenheim to Phillip Island, highlighted by interviews with top riders, on-screen graphics, championship positions and behind the scenes footage. 180 minutes from Duke Video USA. **$39.95**

TRIALS

(#75) 1995 World Trials Review
Is there no stopping Jordi Tarres? Right from the start of the season the Spanish trials phenomenon continued the roll which had already brought him his record-breaking 6th world title. This comprehensive review of all 10 rounds features a superlative display of concentration, incredible agility and awe inspiring entertainment. 60 minutes from Duke Video USA. **$34.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

(#44) Multi-Cylinder Magic
One of the magical memories of motorcycle racing in the 60's and 70's is undoubtedly the throaty music of multi-cylinder machines - a sound rarely heard on Europe's racetracks in the Nineties. Join us for over an hour of colorful aural and visual nostalgia as we relive the special magic of multi-cylinder motorcycles - and the men who made them famous. 70 minutes from Duke Video USA. **$34.95**

ENDURO AND DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties. **$24.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#26) Dangerous Damon Huffman
Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. **$34.95**

(#60B) MX-Posed: Volume #1 & #2
Volume #1 is 47 minutes, includes Project FMF RM125 hop-up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. Volume #2 is 47 minutes, profiles Rick Johnson, Damon Bradshaw, Steve Lamson, shows suspension set-up, and more. Both tapes from EPI (while supplies last), one low price.**$14.95**

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

FREESTYLE & CRASHES

(#10) Crusty Demons of Dirt
Skate/thrash-rock attitude meets freestyle big air MX altitude in this video featuring top racers and fresh parolees from the mental institution. Not for the faint-hearted or politically correct (we're not kidding). Produced by Fleshwound Films. 30 minutes from Platypus Worldwide. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#16A) Fast Riding the Roberts Way
A unique and fascinating insight into the Kenny Roberts Training Camp in Barcelona, Spain. Watch the King in action again as he and Randy Mamola put the school's first pupils through their paces and shows you how to get the most out of your sport and road race bikes. 65 minutes from Duke Video USA. **$34.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports. $33.95

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

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Room to breathe

If you're reading this, it's a safe bet that you really love to ride motorcycles. So, anything that might be able to increase the time you can spend doing what you love is a good thing, no? If you're a street rider, the Difi Ultra Trek Cordura riding suit from Motosport with its optional waterproof Gore-Tex Thermolite liner is one of those things.

The outer layer of the Ultra Trek suit is constructed of Dupont 1000-denier ballistic Cordura nylon, a material with a high resistance to abrasion. Indeed, Motoport claims the "new weave" 1000-denier fabric is stronger in both abrasion and tear resistance than either the 1050-denier or 500-denier urethane-coated Cordura fabrics commonly used in other riding apparel. The Ultra Trek is "Safety Lock" stitched together with seven of the strongest nylon threads available, lending what Motoport claims to be a 14-stitch strength. At key points in the suit are pieces of Motoport's Tri-Armor body armor system. The three-layer foam-and-plastic armor is held in place by breathable nylon mesh and covers the knees, elbows, shoulders, back, hips and the ribcage/chest area. For visibility, Scotchlite reflective strips are sewn on the legs, shoulders and neck. A total of 10 pockets of various sizes are incorporated into the suit. Frequently used zippers (all YKK) have cords with tabs attached to make using them with gloved hands easier.

The ends of the sleeves are closed with such zippers, with two-position snaps that provide the only means for adjusting the fit in this area. If you wear gloves with any kind of gauntlet, the lack of adjustment is no problem. Where the snap closure is a problem is at the neck - when using the tall, corduroy-lined, hook-and-loop-attached "weather collar" the snaps make the neck too tight for me. Hook-and-loop closure or some other means for adjusting the fit at the neck would be an advantage. Where hook-and-loop adjustment is used it is very effective. Both the leg cuffs and waist are adjusted this way.

Getting in and out of the suit is easy, even with boots on. The left leg unzips to above the knee, while the main zipper that extends from the neck to the right-leg cuff unzips from both ends. The Ultra Trek is machine washable (no need to remove the armor) and dries very quickly. After a few washes the Cordura softens considerably.

Motoport considers one of the suit's selling points to be its ability to fit a wide variety of riders without custom fitting. To that end, stretch Kevlar is used at the rear of the shoulders and in the arms and crotch. I've got an off-the-shelf kind of body, so overall fit was good, and despite the suit's impressive bulk (11 pounds with the waterproof liner) it was comfortable and allowed reasonable freedom of movement. The only snug areas were in the forearms and, as mentioned, the neck. For those individuals with a more radical mix of proportions, custom fitting is available at additional cost.

The Ultra Trek suit looks to provide a formidable level of protection in the event of a crash, but the thing that really expands its utility is the $169, optional Gore-Tex/Thermolite liner, though I was actually quite disappointed with it at first. After 100 miles in the pouring rain, my lap was soaking wet. I called the man from Motoport who sent the suit to me, Wayne Boyer.

"Wayne, I'm soaked. I had the liner zipped into the suit, I wore shorts and a T-shirt underneath like you said, and here I am - miserable."

"That shouldn't have happened," he replied.

He's tellin' me.

Boyer explained how the liner had passed Gore-Tex's most severe waterproofing test and is 100-percent guaranteed to be waterproof, windproof and breathable for the life of the garment. Yeah, well, it hadn't passed my first test. The next rain came soon, with temperatures that dropped into the mid-30s - positively Arctic for us local folk.

After more than 800 miles of riding in rain and cold I discovered that my first soaking was the result of a misclosed sealing flap that let the offending liquid penetrate. Closed properly, the liner was an absolute barrier to wet, wind and cold. Motoport claims to have tested it down to zero degrees with positive results - thanks, but no thanks.

So, keeping you warm and dry the suit does very well - all while remaining breathable when the mercury rises. What doesn't it do well? Convenience suffers while using the liner. According to Motoport, a proper fit when using the sleeping-bag-like liner is a snug one, and that leaves little room for clothing underneath. In fact, they say that you should wear a pair of shorts and a T-shirt (at the most) for the best performance and comfort. So, for commuting in foul weather you'll need to have clothes waiting at your destination, or pack what you need on the bike. Also, since the waterproof liner zips *inside* the suit there is no dry storage for things like your wallet. The close fit of the liner also made it nearly impossible to put the suit on while wearing boots.

Without the liner, the suit is comfortable with normal clothes underneath, and zippers on either hip allow entry into your regular clothes' pockets. Venting and the inherent breathability of the uncoated Cordura made the suit comfortable in the hottest weather I encountered, roughly 80 degrees.

Like the suit, the Thermolite liner is machine washable. In fact, to keep the Gore-Tex membrane breathable - its main touted advantage over other waterproof materials - frequent washing is recommended. Unlike the suit, the liner can be dried in a drier. As an endurance test for the liner insulation, which Motoport says doesn't break down after repeated washings, I ran the liner through 15 wash-and-dry cycles. There was no perceptible difference in either insulation or waterproof performance. Installing and removing the liner in the suit takes about five minutes and it doesn't take up too much space when packed.

While I haven't had the misfortune of crashing while wearing the Ultra Trek, the test data Motoport cites in its catalog is indeed impressive. I have crashed wearing similar synthetic materials, and the results were good. We'll have to trust Motoport's test data in this case.

The main advantage to the suit/liner combo is versatility. If I set out on a motorcycle trip of any length, this is my suit of choice. Using the liner you'll stay warm and dry in the worst weather, while remaining comfortable up to about 65 degrees. If the temperature rises, pull over, remove the liner, and in a few minutes you'll be back on the road riding in comfort. Used together, its a do-all protective garment that lets you ride, short of an ice storm, when you want to.

The one-piece Difi Ultra Trek Cordura suit retails for $599 and is available in red, blue or black, in sizes XXS to XXXL. The Gore-Tex/Thermolite liner costs $169. Prices for the two-piece version are $399 for the jacket, $99 for the accompanying liner, and $229 for pants and $79 for its liner. For more information, see your local dealer, or contact Motoport, Dept. CN, 6110 Yarrow Drive, Carlsbad, California 92009, 800/777-6499, 619/929-4880, FAX 619/929-4888. CN

OIL'S WELL

You just spent $10,000 on a new motorcycle. What do you put in its crankcase? Your life savings? No, its already in there. Crisco? Maybe, but it sure would take a long time stuffing 3 or 4 quarts through the filler hole. Leftover coffee from work? I mean, it's black, right?

As far as Triumph Motorcycles America is concerned, there is only one answer: **Mobil 1 Racing 4T**, a 100-percent synthetic oil featuring a carefully constructed additive package that is said to provide the road rider and racer with the ultimate performance and protection for his motorcycle. Claimed benefits include the ability to flow at minus 51 Celsius and remain stable to over 300, very low wear rates and class-leading protection from engine deposits, elimination of oil-induced seizures, and reduced oil consumption even when used in race conditions.

In addition, Triumph says it has used the 15W-50 oil in the testing of prototypes and found that Mobil 1 Racing 4T "far outperformed" all of the other tested oils in terms of engine wear and wet-clutch performance.

Triumph Motorcycles America Ltd. is the sole U.S. distributor of Mobil 1 Racing 4T. Available in four-liter containers for a suggested retail price of $39, Mobil 1 Racing 4T can be found at your local Triumph dealer. Call 800/RIDE-TRI for more information.

FOR SHOPPING AT STORZ

Storz Performance Inc. has released its **1996 performance accessories catalog**. This 13th edition contains a considerable selection of special parts for Harley-Davidsons and sportbikes as well as many race items for dirt trackers and road racers, such as dirt or road race "conversion kits" for the 883 Sportster. Storz is also the exclusive importer of Ceriani forks for H-Ds, and GCB steering dampeners. Suggested retail price is $4. For more information, contact Storz Performance Inc., Dept. CN, 239 S. Olive St., Ventura, CA 93001, 805/641-9540. CN

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Round 3: Curly Fern Enduro

Spence stays afloat

(Left) Mark Spence mastered the New Jersey mud en route to victory at the ECEA Curly Fern Enduro. (Right) Anthony Tomasello (right) was a front-runner before becoming hopelessly stuck in the mud. He eventually extracted his bike and finished sixth overall.

(Right) Jim Brethaur (left) and John Niefert (right) struggle through this 16 mph, points-robbing section.
(Below) Jim Brethaur takes a swim.

By Mark Uth

INDIAN MILLS, NJ, APR. 28

For ECEA A-class riders it was sink or swim at the 26th Annual Curly Fern Enduro. Hosted by the South Jersey Enduro Riders (SJER), top ECEA competitors were spanked with a new A-only special test section that pushed the envelope of rider skill and endurance. Up for the challenge, Northern Virginian Mark Spence slogged his way through the slop to post top scores in the A test, taking home the Grand Champion Trophy and vaulting into the ECEA Enduro Series points lead after three rounds. Spence, who rides a Manassas Honda-sponsored CR250, said afterwards, "I was ready for the slick muddy, root-infested A-loop trail which was similar to my practice riding area near home - it was a total blast."

Riders from the mid-Atlantic region filled the new parking area adjacent to the Indian Mills Deer Club, where the race would start. Other top contenders who clashed for the overall included ISDE iron man Drew Smith, 1995 ECEA Champion Jack Lafferty Jr. and local AA riders Ross Benson, Craig Cossaboon, Mike McHale, Anthony Tomasello, Craig Shenigo, Richard Lafferty, and Marc Grossman. Weekend atmospheric conditions were near ideal, as clear, sunny skies and mild temperatures on both Saturday and Sunday were a welcomed relief from this year's long winter.

Rookie SJER trail boss Kenny Lee Taylor had a whopping 156 miles on the day's route sheet, which translated to a 95-mile course for B and C riders and 106 miles for the A and AAs. The course was divided into three loops that made use of the sandy South Jersey lowlands common to the Indian Mills/Waterford area.

Key time was at 8 a.m. and riders departed the start and headed east on Atsion Road toward Quaker Bridge. The morning loop was to run riders through a series of plow lines, fire cuts and two-track sand roads, while testing riders in two high-speed special tests, each sandwiched by a secret check-in and emergency check-out. The first section, run at 30 mph, checked riders in at mile 13.5 and out at 19.0. A handful of top throttle jockeys, including Jack Lafferty Jr., Richard Lafferty, Marc Grossman, Ross Benson and Dave Groemm, managed to zero the section, some even minimizing seconds at the emergency checkout. After a reset and some connector trail, the second morning points taker began with a check-in at 31.5. This time, a 35 mph speed average for nearly seven miles forestalled any zeros at the checkout, however, the Lafferty brothers, Jack and Rich, Spence, Benson, Groemm and Mike Arendowsky each posted section-best 1s. After a healthy reset, riders kept time on a trail ride back to the gun club, completing the 45-mile loop and earning a 20-minute break at the first gas stop.

The midday loop started off with a bit of a rest and some tricky fun as the trail boss had riders keeping time for the first 20 miles. Included in this section was the infamous Blackwater Road, a lengthy section of flooded sand road which has provided a watery grave for more than a few riders' hopes. A sneaky timekeeping check, check five, was placed near the end of the road, bumming several riders who got panicky while picking their way through the liquid. A mile or two of connector sand road was followed by a nice 3-mile section of single-track trail run at 10 mph. This allowed riders with happy right hands to cruise for short spurts (possible check every five-tenths) without worrying about timekeeping. However, the section ended with another trick, a hidden timekeeping check, that was naturally camouflaged behind a dense stand of laurel bushes. Again, a considerable number of riders were burned. Soon thereafter, things got serious, as a short jaunt down Burnt Mill Road led to a check-in to the mid-loop's first test. Check seven, located at mile 88.0, was followed by a 3.5-mile points-taker, run at 30 mph through the mostly open forest south of Burnt Mill Road. In this section, a couple of mud holes and some short, tight woods work took their toll, as all riders post points at the emergency check-out, top riders dropping a two. Following the checkout and associated reset, it was time keeping back to the gun club using some fresh single-track trail, power-line right-of-way and sand roads. After crossing Atsion Road, however, riders were greeted with a check-in into a 3-mile points-taker which ended at a known control and the second gas stop. The section of wood roads, wound through freshly cut forest, fire cuts and single-track trail was easily zeroed by most A and many B class riders as well.

The third and final loop started after another 20-minute respite provided by the second gas. Riders departed the gun club and headed west on Atsion road for some timekeeping and connectors that eventually lead to the "freeway" section alongside Murphy's pit. The 4-mile test, run at 30 mph started with a secret check-in at mile 118.5 and again ended with an emergency check-out. This piece started and ended with fast trail in open forest, in the middle of which was a mile or so of ignorant, tight-pitch pine-stick farm that served to drive riders off the pace. A plethora of top riders dropped two points at the check-out, located at County Line Bridge. It was at this point that the third loop split; B, C, Masters and Women's classes timekeeping their way back to a known control at the gun club, while A and AA riders cruised west on Jackson Road to a start control, coincidentally check 13, located on the grounds of Atco Dragway. At the start of the A loop, the contest for the overall was crowded with hopefuls. Tied for the lead at the time were Jack Lafferty Jr., rock specialist Ross Benson and KX500-mounted Groemm, each carrying 5s. Spence trailed with a 6, while Rich Lafferty, Cossaboon, Tomasello, Grossman, McHale, Arendowsky, Jim Gunselman, John Robbins and John Walter trailed with 7s. What followed was an 8-mile piece of the toughest technical trail the ECEA has seen in years, run at a toadish 16 mph. Tight trees, slick, exposed roots, down fallen trees, logs, bike-swallowing ruts and sinkholes managed to trap all riders sooner or later, confounding the progress of later rows. Back-to-back secret checks split the section, the final being a known control to end the section. The tough conditions took their toll, as many riders houred out at the first check, while many others just plain gave up before reaching it. Front-runner Benson was one of the casualties, as he fried his Suzuki's clutch early on and ended up DNFing. Things eased somewhat in the back half of the section, but the gruesome conditions had already sapped riders' sta-

mina. The section ended with an MX track through piles of sand and leaves, and the final checkout, a known control. As expected, scores through this section decided the outcome of the race. Going a day's best 6-8 through the two checks, Spence easily overcame his one-point deficit entering the section and earned the overall crown with a 20 card. Jack Lafferty Jr. went 7-10 through the section, and coupled with the solid morning effort earned him the second overall slot, 22 points down on the day. Afterwards, Lafferty said he was pleased with the section, but added, "It was a lot harder than I expected." Richard Lafferty and WER's Drew Smith each dropped 20 through the section, going 8-12 and 7-13, respectively. Richard stayed in the ECEA points hunt with a 27 card and third overall finish, while TM 125-mounted Smith finished fourth overall with a 29, earning him the High Point A trophy. While admitting he was lucky to have a good number (row three), Smith observed, "Its common to have these kind of sections in European events, except that they're tougher and longer." Rounding out the top five overall was Tricounty's Craig Cossaboon with a 34/418 score, edging HPA runner-up Mike Arendowsy who posted a 34/459. In all, a third of the A class houred out in the final section.

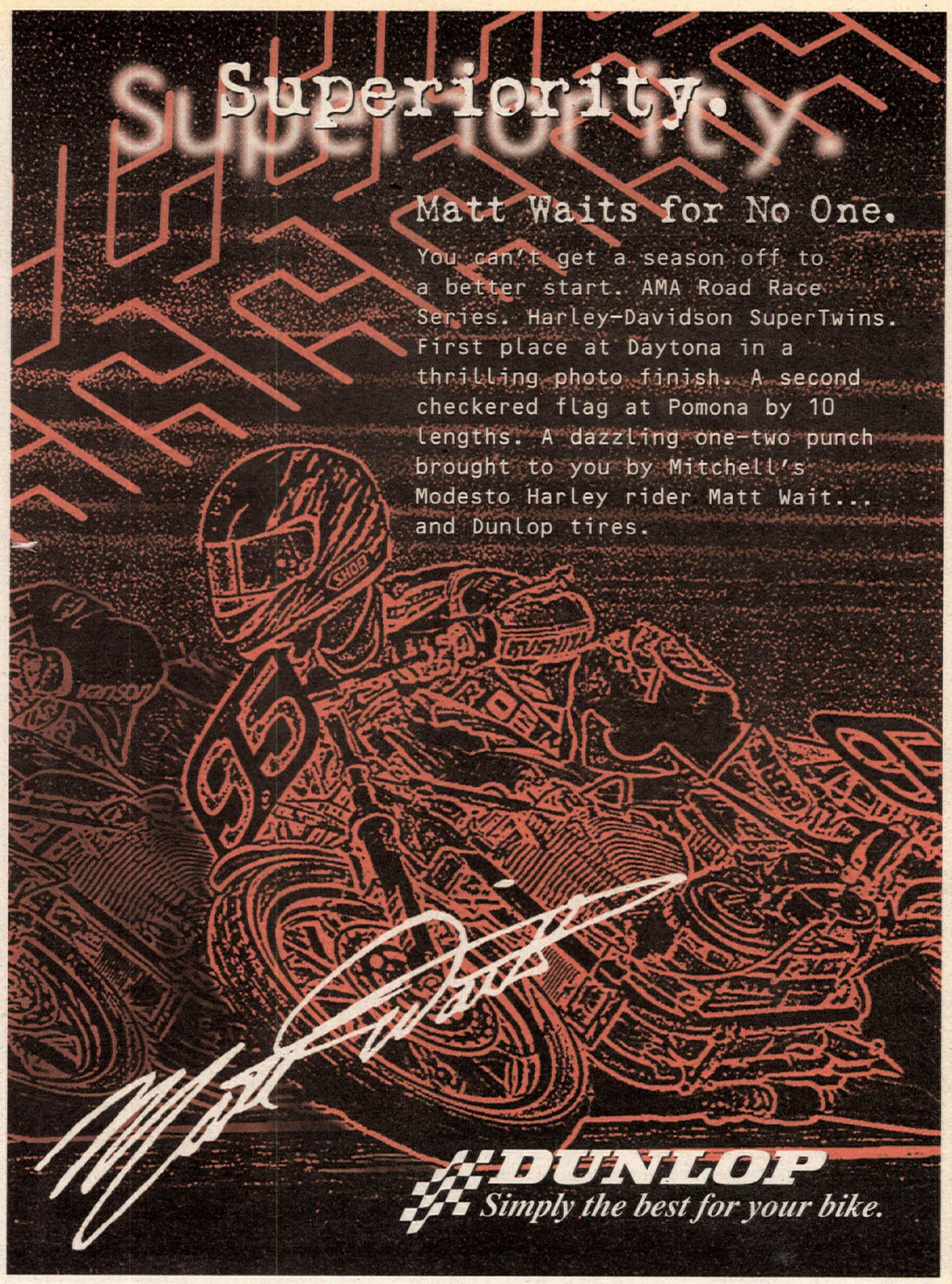
In other class action, OCCR's Tom Britton posted another High Point B victory, with a nine-point score on the abbreviated B loop. HPB runner-up with a 10 score was John J. Robbins. Open-class rider Robert King earned High Point C honors with a 17-point card; runners-up were Jerry Gribble and Dan Stoppi Jr. who posted 19s. Dan Van Driel upset Joe Galie for the Masters-class win, while Audrey Harris was the top Women's-class competitor.

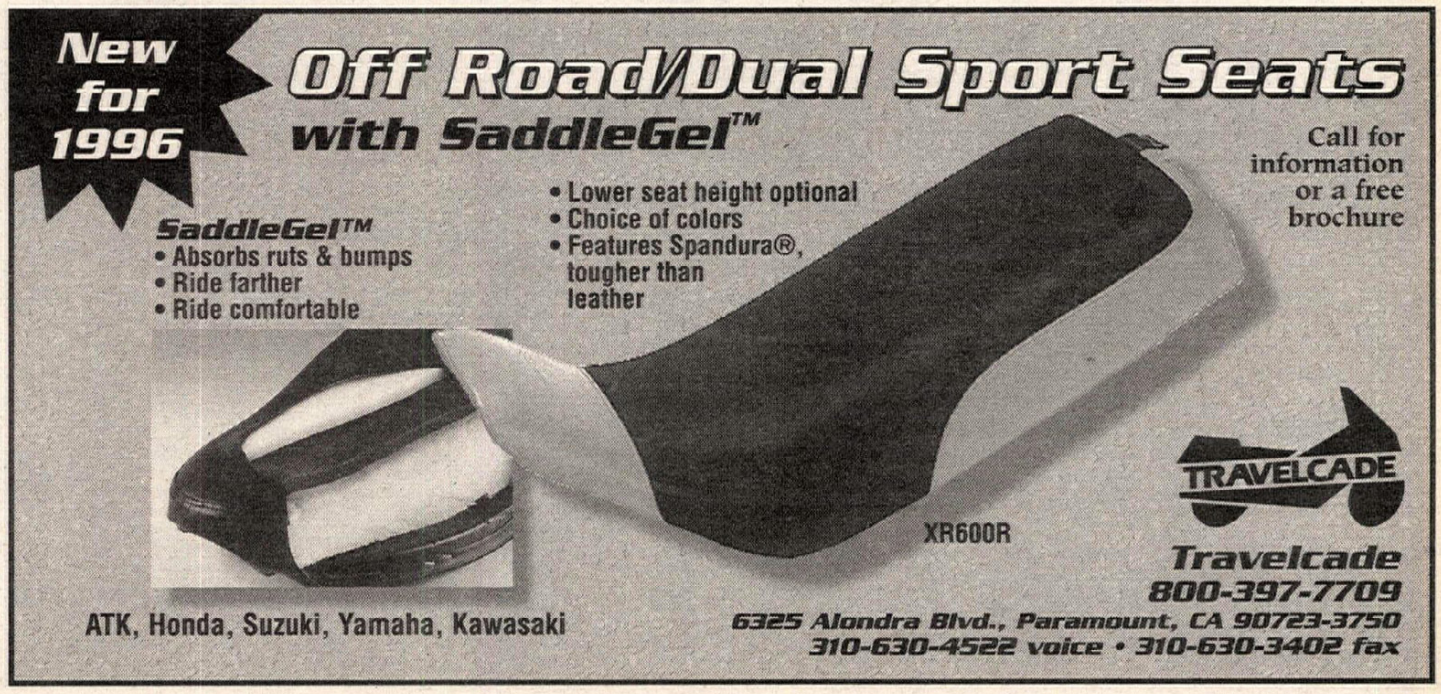
After the event, riders had vastly divergent opinions on the merit of the event's new, tough section. However, Drew Smith might have summed it up best, saying, "The enduro was a well-rounded test, using extremely high-speed sections in the first two loops and an extremely low-speed test in the final A section - it was a fair challenge." CN

Curly Fern Enduro
Indian Mills, New Jersey
Results: April 28 (Round 3 of 17)

O/A: 1. Mark Spence; 2. Jack Lafferty Jr.; 3. Drew Smith; 5. Craig Cossaboon.
AA: 1. Mark Spence; 2. Jack Lafferty Jr.; 3. Richard Lafferty.
125 A: 1. Drew Smith; 2. Joe Tavani; 3. M. Dean Spencer.
200 A: 1. Scott Ober; 2. Ron Lucas; 3. Ed Hamilton.
250 A: 1. Mike Arendowsky; 2. Brian Russel; 3. Michael Moore.
OPEN A: 1. Dave Broemm; 2. Brian Culbertson; 3. Ed O'Flynn.
4-STRK A: 1. Keith Mahon; 2. Darrin Russel; 3. Mark Hummel
VET A: 1. Ken Law; 2. Kevin Kuezner; 3. James Gunselman.
SR A: 1. Tom Ebersole; 2. Gary Nobel; 3. Bill Atherholt.
S/SR A: 1. Jack Lafferty; 2. Charles Stapleford; 3. Ken Schaefer.
125 B: 1. Galen DiMatteo; 2. David Frazier; 3. Eric Hannah.
200 B: 1. Steve Moseley; 2. John Castaldi; 3. David Moorehause.
250 B: 1. John Shukovsky; 2. Tom Johnson; 3. Scott Gribble.
OPEN B: 1. Eric Hartem; 2. Brian Sworen; 3. Joe Galie Jr.
4-STRK B: 1. Tom Britton; 2. Garrett Stibitz; 3. Mario DePalma.
VET B: 1. John Robbins; 2. Anthony Sutton; 3. Dave Maco.
SR B: 1. Mark Trowbridge; 2. Kim Leary; 3. Jack Lewis.
S/SR B: 1. Dave Verdetto; 2. G.H. Huhn Jr.; 3. Ray LaForce.
200 C: 1. Jerry Gribble; 2. Dan Stoppi Jr.; 3. Bill Abrams.
250 C: 1. Trevor Todash; 2. Michael Shaffer; 3. Dave McGee.
OPEN C: 1. Robert King; 2. Matt Howton.
4-STRK C: 1. Chris Crum; 2. David Barlow Jr.
VET C: 1. Ken Martin; 2. Jerry Culbertson; 3. Rich Stewart.
MSTR: 1. Dan Van Driel; 2. Joseph Galie; 3. Ed Baker.

Upcoming Rounds:
Round 4 - New Lisbon, New Jersey, May 5
Round 5 - Stanhope, New Jersey, May 12





RESULTS

Motocross
Hillbilly Raceway
Hatfield, KY
Apr. 14
By Dee Dee Williamson

50
Jordan Oxley LEM
Chris Duncan KTM
Erik Woods LEM
60
Adam Francis Kaw
Matt Smith Kaw
Chad Steele Kaw
80 A
Derek Estepp Kaw
Aaron Donahoe Hon
Jonathon Stevens Hon
80 B
Adam Francis Kaw
Brandt Brooks Suz
Shane Wilkerson Hon
125 A
Brian Terry Suz
Scott Brumfield Yam
125 B
Fred Duncan Suz
Brandon Cline Hon
James Williamson Yam
250 A
Rod Foley Hon
Dave Roberts Suz
John Neace Hon
250 B
Britton Blair Suz
David Fortune Hon
Josh Killen Kaw
500
Jeff Hanie Hon
Tom Adkins Kaw
30+
Dave Roberts Suz
Rick Oxley Hon
Greg Williamson Hon
40+
Rick Oxley Hon
Butch Wills Hon
Danny Auton Yam
4-STRK
Paul Lowe Kaw

Hare Scramble
Eagle Creek HS
Owenton, KY
April 21
By Jim Darlington

0-125
Marty Michels KTM
200 B
Billy Cooper Yam
Gary Durbin Kaw
Jesse Weeks Kaw
Bruce Gill Hon
Adam Sandbek Hon
250 B
J. Randy Gay Suz
Randy Hutchings Hon
Troy Karsner Kaw
Darrel Jameson Hon
Nicholas Fieldhouse Hon
250 A
Todd Wilson Yam
OPEN B
Rex Williams KTM
Mark Fleischman Hon
Brian Neal KTM
OPEN A
Harvey Whitaker Hon
Michael Cornett KTM
Paul Michels ATK
VET
Carl Keith Hon
Rob Pfeister Suz
Brad Redman Kaw
Matt Berry C-A
OPEN SR
Keith Morgan KTM
Tom Farwell ATK
4-STRK
Tim Voelker Hon
Tommy Brewer Hon
Darren Tuggle Kaw
Bill Johnson Hon
Jackie Spitser Hon
HVY TRL
Mike Tipton Suz
Stewart Redden Suz
Brandt Ely Yam
Brad Masters Yam
Larry Patton KTM

Motocross
Rocky Top USA MX
Oklahoma City
April 21

50 P/W STK
Lindsay Dunham
Robert Ross
Tyler Dunham
65 MINI (7-11)
Kandis Yearby
85 BEG (7-16)
Cody Cannon
David Rice
John McDowell III
Reece Hellin
Nathan Ross
85 NOV (7-16)
Lee Sellers Jr.
Brandi Davis
Billy Brown
Terry LaFon
85 INT (12-13)
Chris Davis
125 BEG
Clayton Hincks
Jeff Jones
Brian Van Norman
Bob Smith
Phil Lozmack
125 NOV
Nick Metcalf
Brennen McKellar
Caleb Garrison
125 INT
Johnny Marley
Chris Griffin
125 OPEN
Jacob Martin
Nick Metcalf
Chris Griffin
125 EX
Robbie Reynard
Trey Owens
Coby Sharp
David Casada
Jason Owens
250 BEG
Francis Gitles
Ronnie Peacock
David Moderow
Don Boxek
Rodney Buhl
250 NOV
Shawn Stilwell
Dax Hodge
Joey Baran
Ian Murphy
250 INT
Mike Williams
250 EX
Whisperin' Smith
Coby Sharp
Dennis Owens
Cody Anderson
Andy Anderson
251+ OPEN
Mike Malone
NOV (25+)
Joe Baran
David Fields
Mike Malone
NOV (30+)
Craig Elder
Doug Harris
INT (30+)
Jim Campbell
40+
John McDowell II
50+
Laverne Kelley

Motocross
Possum Hollow MX
Springfield, MO
April 21

P/W (4-6)
Tyler Wayt
Derek Johnson
Jerod Livingston
Dylan Tomlin
Chase Francis
P/W (7-8)
Jimmy Albertson
Morgan Guy
60 (7-8)
Joseph Livingston
B.J. McKay
Jimmy Albertson
60 (9-11)
Stephan Simmineau
Michael Simmineau
Jon Still
Missy Clark
Alyssa Sharp
80 BEG
Jonathan Tomlin
Greg Alberston
Cody Henson
Brandon Arnold
Jason Strain
80 SR
Chris Graham
Drew Cuhna
Justin Davis
Brandon Butterfly
Jeremy Davis
SCHBY
Aaron Storey
Dusty Emerson
Chris Graham
Jeremy Davis
Chris Muse
125 BEG
Kevin Rix
Charles Hachtel
Scott Traylor
John Howard
James Grier
125 NOV
Kenson Goff
Matt Huckelberrry
Ryan Branch
Ryan Kelly
125 EX
Ron Turner
Lance Jones
250 BEG
Ben Lamb
Robert Sparks
Bobby Anderson
Pat Heaney
Doug Adams
250 NOV
Kenson Goff
Brandon Goff
Ryan Branch
Derrick Porter
Randy Southard
250 INT
Dustin Taylor
Chris Schellenberger
Jack Jones
250 EX
Ron Turner
Lance Jones
Jason Johnson
30+
Brian Albertson
Jon Johnson
Dennis Tomlin
Doug Gere
OUTLAW
Bo Snyder
Dustin Taylor
Keith Friebe
Jack Jones

Road Race
NCMRRA
Championship
Round 3
Prairie City SVRA
Sacramento, CA
April 21
By Ken Callahan

STK
Ken Takeda Yam
Dan Merlino Yam
Jamie Hughes Yam
Tim Rush Yam
Sanith Sirichandhra Yam
S/SPRT
Michael Hannas Yam
Jerry Johnson Yam
Bruce Utzig Yam
John Daker Yam
Brian Harp Yam
S/BK
Jerry Johnson Yam
Ken Takeda Yam
Michael Hannas Yam
Jamie Hughes Yam
Brian Lewis Yam
80 GP
David George Suz
Tim Rush Suz
Tyler Sandell Suz
Eric Graham Yam
Mark Cozzens Hon
BW
Dan Merlino Suz
Ron Hipkiss Hon
Jeff Sheppard Kaw
James Switzer Hon
Tim Clayton Hon
VET OPEN
Tyler Sandell Suz
Pat Hush Yam
Mark Cozzens Hon
VET MOD
Mike Ellsworth Yam
Art Martinez Yam
Miles McGowan Yam
Erik Weller Yam
Glenn Bell Yam
WMN
Sam Merlino Suz
Jill St. Clair Yam
Kathy Reilly Yam
Laura Douglas Yam
Brook Serra Yam
NOV STK
Steve Anderson Yam
Tony Callen Yam
Chris Lopez Yam
Tony Meiring Yam
Jack Alexander Yam
NOV S/SPRT
Ron Hipkiss Hon
Steve Anderson Yam
Brian Lowe Yam
Alex Wagner Yam
Bill Rogers Yam
NOV S/BK
Brian Short Yam
Tony Spinks Yam
Anton Lovett Yam
Alex Wagner Yam
Steve Anderson Yam
NOV TD
Brian Lowe Yam
Tony Spinks Yam
Arin Jeffers Yam
Tony Callen Yam
Tyler Carlson Yam

Motocross
NESC
Southwick MX
Southwick, MA
April 14

50
Ben Batchelder Cob
Robert Marshall LEM
Kyle Harder LEM
Dan Crotty LEM
Daniel Hartley LEM
65
Dan Denoncourt Kaw
Brian Bagley Kaw
Kyle French Kaw
Donald Parsons Kaw
Jesse Barnes Kaw
85 C
Tyler Merrifield Kaw
Richard Marshall Suz
Trenton Estes Suz
Thomas Smith Suz
Ryan Wadsworth Suz
85 B
Michael McInerney Hon
Russell Eldridge Hon
Derek Wheatley Suz
Eric Smith Hon
Ryan Kelly Suz
125 YTH C
Jay Palmer
Timothy Koenig Hon
Michael Derosiers Hon
Brian Mooney Suz
Chris Gallan Yam
125 YTH B
Kevin Komosa Suz
Greg Webster Yam
Ryan O'Connell Kaw
Brandon Brooks Suz
Andrew Neureuther Suz
125 YTH A
Shaun Gulla Suz
Dan Pepoon Suz
Justin Steffen Kaw
Jeremy Eardley Hon
Jeff Doane Suz
125 AM B
Shaun Gulla Suz
Matt Charron Suz
Tim Paquet Suz
Jeff Doane Suz
Adam Nason Kaw
200 AM B
Jeff St. Pierre Yam
Travis Jakan Hon
Bryan Cournoyer Yam
Frank Boron Hon
Mark Crease Hon
OPEN AM B
Gerard Scotti Hon
Shaun Stout Hon
Jeff St. Pierre Yam
Casey Lucier Yam
Vidal Gamache Hon
125 NOV C
Robert Lariviera Suz
Andrew Neureuther Suz
Stephen Pilgrim Hon
Scott Kendall Kaw
Paul Johnson Yam
200 NOV
Bryan McKenna Hon
David Marks Hon
William Rogler Suz
Duane Call Suz
James Handley Hon
OPEN NOV C
Timothy Davis Hon
Bryan McKenna Hon
Drew Reid Suz
David Marks Hon
Timothy Nelson Hon
125 EX A
Scott Carter Hon
Pat Barton Suz
Tony Lorusso Hon
Shane O'Connor Hon
Pat Waitt Hon
200 EX A
Shane O'Connor Hon
Jason Boron Kaw
Pat Waitt Hon
Ed Lyons Hon
Mike Treadwell Suz
OPEN EX A
Paul Goyette Hon
Joe Russo Kaw
40+
Jim Meenan Suz
Nick Duprey Kaw
David Clemence Kaw
Don Taylor Hon
Ray Hartley Hon
NON-EX (40+)
Merle Monroe Yam
Robert Baer Kaw
Paul Barbour Hon
David Wheatley Kaw
David Benson Suz
NOV C (30+)
Peter Antinarelli Hon
Drew Reid Suz
Arthur Jefferson Suz
William Merecey Yam
Warren Emerson Kaw
EX A (30+)
Pat Barton Suz
Joe Mikalson Suz
Gary Williams Kaw
Lee Helliwell Hon
Tom Sonier Kaw
AM B (30+)
Terry Davis Suz
Greg Lykens Suz
Carl Binner Yam
Mark Fleming Hon
Charles Meserve Suz
EX A (35+)
Jim Meenan Suz
Nick Duprey Kaw
Junius Hopkins Hon
Norman Hebert Yam
Jack Weaver Suz
AM B (35+)
Greg Lykens Suz
Richard Barlik Suz
Doug Pomeroy Hon
Jack Flanagan Yam
Merle Monroe Yam

Motocross
Elizabeth City MX
Elizabeth City, NC
April 14
By John Monk

50 (4-6)
Devon Pilkington KTM
Hailey Cardella Yam
50 (7-8)
Tyler Shumate Cob
David Mitchell KTM
Dustin Shiver KTM
Jeremy Ocheltree KTM
60
Steven Dailey Kaw
Chase Shumate Kaw
Dean Day Kaw
William Jones Kaw
Mark Brown Kaw
JR MINI
Steven Dailey Hon
Chase Shumate Suz
Lance Tribble Hon
Chris Slaughter Kaw
SR MINI
Joshua Wood Kaw
Isha Wood Suz
Josh Dexter Kaw
Cory Gholson Yam
Richard Clark Hon
80 D
James Hill Yam
John Reid Kaw
Ben Vogel Hon
Lance Tribble Hon
Jason Whay Yam
S/MINI
Isha Wood Suz
Joshua Wood Kaw
Josh Dexter Kaw
Ricky Wilson Kaw
Rave Brown Kaw
125 D
William Lackey Hon
Van Ehterige Hon
Frank Critchett Suz
Tommy Anderson Hon
David Sellars Suz
125 C
Barry Shiver Kaw
Donald Hayes Kaw
Wesley Kite Suz
Travis West Hon
Michael Neal Yam
125 B
Danny Dailey Hon
Roger Carrico Hon
Dustin Floyd Suz
Keith Newton Suz
Randy Jordan Hon
125 A
Troy Brewer Hon
Terry Kennedy Hon
Rob McWhorter Hon
Mark Williams Hon
Tony Rice Yam
250 D
Jason Jarvis Hon
William Lackey Hon
Marty Wilson Hon
William Sprull Kaw
John Chevin Kaw
250 C
Brandon Williams Hon
Kyle Richardson Kaw
Bobby Tucker Hon
Doug Chappell Suz
Paul Baber Kaw
250 B
Robert Tolson Suz
Robert Talbott Yam
James Schaubach Yam
Keith Newton Suz
Richard Pitschender Hon
250 A
Troy Brewer Hon
Scott Shipley Hon
Don Alford Yam
Donnie Miller Hon
Pete Payne Hon
500 B/C
Jay Hauser Hon
James Gress Hon
U/L
Danny Dailey Hon
Wesley Kite Suz
Dwayne Thompson Suz
Randy Jordan Hon
Nevan Rushing Hon
25+ B
Robert Talbot Yam
Thomas Jennings Suz
Paul Hudgins Hon
James Sloat Suz
Paul West Hon
25+ A
Scott Shipley Hon
Rob McWhorter Hon
Donnie Alford Yam
John Edwards Suz
Pete Payne Hon
30+ C
David Yohler Hon
Kenny Putt Hon
Brian Tribble Hon
Billy Wyatt Hon
Alvin Bender Hon
30+ B
Thomas Jennings Suz
John Price Suz
William Hobson Yam
Paul West
30+ A
Scott Shipley Hon
Jay Hauser Hon
John Monk Yam
Brad Crouch Suz
35+
Claude Mitchell Kaw
John Monk Yam
Brickey Hughes Hon
Charles Carlton Suz
Richard Tribble Hon
40+
Sonny Mitchell Kaw
Greg Driscoll Suz

Motocross
Oklahoma State
Championship
Round 2
Lawton, OK
March 31
By Jeannie Kephart

P/W STK
Trey James LEM
Trey Canard LEM
Gregory Smith KTM
Levi Gilliam KTM
Cody Tucker KTM
P/W MOD
Josh Mullendore Yam
Trey James LEM
Shane Gray Yam
Trey Canard LEM
Wyatt Sheldon Yam
MINI-MINI
Craig Royse Kaw
Preston Hamilton Kaw
Shelby Davis Kaw
Bo Ralls Hon
Trey Terbush Kaw
WMN
Kim Kephart Yam
Kim Brown Suz
Tara Sparkman Kaw
Laura Baker Yam
Mandy Wegert Yam
MINI BEG
Billy Brown Suz
Joey Ralls Kaw
Chad Evans Suz
Brad Wilson Suz
Craig Royse Kaw
MINI JR
Lee Sellers Kaw
Lee Stegall Hon
Corly Jones Hon
Duston Daulton Yam
Brandi Davis Yam
MINI SR
Mike Odom Hon
Ryan St. Cyr Hon
Bryan Miller Hon
Kody Franks Hon
Ray Ruppert Yam
MINI OUTLAW
Ryan St. Cyr Hon
Mike Odom Hon
Ray Ruppert Hon
Bryan Miller Hon
Kody Franks Hon
125 BEG
Glen Long Yam
Clayton Hincks Hon
Zak Mashburn Hon
Cameron Glidden Suz
Drew Neubauer Hon
125 NOV
Heath Frazier Suz
Jason Baird Hon
Jered Rhodes Yam
Kenyon McKellar Hon
Bucky Hopwood Hon
125 INT
J.D. Bailey Hon
James Ford Hon
Josh Hall Suz
Monte Frank Kaw
Johnny Jones Kaw
125 EX
Justin Wohletz Kaw
Whisperin' Smith Kaw
Dennis Owens Kaw
Kenny Bartram Suz
Jason Owens Yam
250 BEG
William Fried Yam
Roger Rogers Kaw
Kent Veldhuizen Hon
Gary Russell Kaw
William Gregory Hon
250 NOV
Jerad Rhodes Yam
Brian Hunter Hon
Teamon Erwin Hon
Shawn Stilwell Kaw
Ricky Lambert Kaw
250 INT
Ryan Powell Hon
Roger Sparks Yam
Kirk Martin Hon
Kelly Hertzler Yam
Mike Williams Suz
250 EX
Whisperin' Smith Kaw
Kenny Bartram Suz
Earl Kephart Yam
Justin Wohletz Kaw
Dennis Owens Kaw
25+
Davis Eubanks Hon
Deral Hunter Hon
Mike Williams Suz
Robert Anderson Kaw
Jimmy Siever Hon
30+
Dennis Daft Yam
David Eubanks Hon
Kevin Dunham Hon
Don Bailey Kaw
Steve Childers Kaw
40+
Jim Thomas Yam
Skip Mitchell Hon
Joe Ruppert Yam
Clyde Shepherd Yam
Danny Wolf Suz
OPEN-OUTLAW
James Ford Hon
Monte Frank Kaw
Heath Frazier Suz
Josh Hall Suz
David Price Hon
VINT
Alvin Kephart Hus
Bill Walker Mai
Rick Walker Yam
Bobby Bowles Hon
Clyde Shepherd Yam

Motocross
Pleasure Valley
Raceway
Armaugh, PA
April 14
By Jeff Cernic

WMN
Amber Hughes Suz
Melanie McConnell Suz
Debbie Bunting Hon
Julie Kramer Suz
Rhona Torchia Suz
50 (4-6)
Samantha Farr LEM
Kevin Whitlock Yam
Adam Bunting KTM
John Barley Yam
Shannon Pattison Yam
50 (7-8)
Shaun Striffler Cob
Andrew Kromel Cob
Broc Streit LEM
Ryan Gould KTM
Ted Nealon KTM
65
Broc Hepler Kaw
Casey Robinson Kaw
D.C. Clark Kaw
Zack Lowery Kaw
Travis Lovejoy Kaw
85 (7-11)
Tobin Farr Yam
Jonathan Ecklund Hon
Jacob Brink Suz
Michael Licciardi Suz
David Lowery Suz
85 (9-13)
Gene Stull Suz
Broc Hepler Suz
Donald McGourty Suz
Jimmy Chappell Suz
Tobin Farr Yam
85 (12-13)
James Blair III Suz
Christopher Wright Suz
Jason Berger Suz
Louis Orris Yam
Matthew Russell Kaw
125 A
Joshua Sweat Kaw
James Evans Kaw
Chad Sanner Kaw
Jon Zonin Suz
Ronny RObinson Suz
125 B
Karl Scott Kaw
Anthony Grinnell Suz
Ryan Gates Suz
Mitch Ward Suz
Shane Shipley Kaw
125 C
Brad Snyder Suz
Jason Tarolli Suz
Cory Campbell Kaw
Robb Ellenberger Suz
Chris Ferguson Suz
250 A
Charles Dunaway Kaw
Jimmy Evans Kaw
Jon Zonin Suz
Josh Sweat Kaw
Jason Conlon Hon
250 B
Mitch Ward Suz
John Holba Hon
Mike Stelmack Hon
Richard Ray Yam
Craig Maurer Kaw
250 C
Mike Sgambati Suz
Mike Doerr Hon
Phiulip Ball Suz
Brent Herron Suz
Don Schnoke Suz
OPEN B/C
Robert Ellison Hon
Joe Javersack Hon
Louis Kerr Hon
Matthew Cempa Hon
Chad Dwyer Yam
85 (14-15)
Brad McClellan Suz
Ryan Holiday Suz
Timothy Bastin Yam
Mike Casoli Suz
Craig Tichansky Yam
S/MINI
Branden Jesseman Suz
Gene Stull Suz
Donald McGourty Suz
David Ecklund Hon
Craig Tichansky Yam
SCHBY
Tim Stroyne Hon
Branden Jesseman Suz
Jason Tarolli Suz
Steve Gaul Suz
Kevin Berkey Yam
CLGBY
Mike Barto Suz
Bead Berkey Yam
Karl Scott Jr. Kaw
Christopher Lowell Suz
Jeff WIllis Hon
25+
John Lewis Hon
Todd Streit Suz
Scott McGill Suz
Mike Stelmack Hon
Jeff Ellenberger Suz
VET B
Jeffrey Bellmer Hon
Bink Gross Suz
Kevin Spilter Kaw
Robert Hafer Suz
John Bell Hon
VET A
Jeff Provance Hon
Dennis Oliver Suz
Ken Frankenberry Hon
Henry Haustein Kaw
Chuck Nicholson Suz
40+
Ken Frankenberry Hon
John McConnell Jr. Yam
Henry Haustein Kaw
Jack Mills Suz
John Miller Hon

Hare Scramble
NETRA
Championship Series
Lembo Lake Park
Modena, NY
April 14 1996
By RIck Seaman

GRD CHAMP
Todd Levesque
O/A A
Rory Eastman
O/A B
Dave Vallee KTM
O/A C
Greg Hessier
AA
Kevin Hines Hon
Joshua McLevy Hon
Patrick Timothy Hon
West Clarke Hon
Dave Gunn KTM
OPEN A
Mark Burdick KTM
Paul Blanquart Hon
Bill Haelsen CRE
Dave Sincock Hon
Jim Sincock Hon
250 A
Rick Claxton Hon
Arthur Menzel Kaw
Kevin Paine Hon
D.J. Lis Hus
Kevin Wall Kaw
0-200 A
Kevin Law Yam
Hans Neff KTM
Brian Barnes Kaw
Luke McNeil KTM
Jason Watkins Kaw
SR A
Jerry Harris Suz
Jerry Randall Hus
Frank Ackerman Suz
Victor Tiship
Richard Tessier Hon
VET A
Norm Turnberg Yam
Steve Michalski Suz
Shan Danylieko Yam
Russ Bain Hon
Dourg Hansen Hon
4-STRK A
Jerry Shinners
OPEN B
Adam Matthews KTM
Glenn Dougherty KTM
Sean O'Donovan Hon
Doug Walker KTM
Ken Poener KTM
250 B
Bruce Yuill Yam
Chad Hedges Hon
Jim Cooney Suz
Dan Devine
Dave Clark Hon
0-200 B
Joe Benedetto Suz
Matt Jalbert Yam
Robert Santheson
Scott Fortina Yam
Chris Simpson Kaw
SR B
Larry Piers Suz
Rick Hesser Kaw
Tim Moore KTM
Gerard Labelle Kaw
Kerry Koeller
VET B
Harold Bowen Jr. Kaw
Ray Van Guilder Kaw
Ken Held Yam
Ron Lenieux
Mike Baldwin
4-STRK B
Gus Bender Hon
Robert White
Todd Lemin Hon
Mike Chop Hon
Pat Fogarty Hon
S/SR
Gary Doerr Kaw
Dave Verdetto Hus
Jack Schwartz Kaw
OPEN C
Brian Erickson Hon
John Fitzpatrick Hon
Stephen Warner Kaw
Brian Sachetti Hon
Adam Matteau ATK
250 C
Andrew Brackett Hon
Clyde Wensing III Suz
Jason Stella Hon
Dave Walker Yam
Brian Savoie Yam
200 C
John Lawrence Yam
James Haguire Kaw
Chris Coakis Kaw
Todd Frias Kaw
John Matte Kaw
125 C
Kevin Leeds Hon
Dale Wagner Kaw
Zephyr Belski Yam
Richard Bernelli KTM
Sean Greene Suz
SR C
Tim Sylvester
Steve Daus Suz
Mark Jolley Hon
George Olsen Hus
Doug Stroh Sr. Suz
VET C
Rick Erickson KTM
Bill Wilson Jr. Hon
Eric Reinhard KTM
Mike Knight Kaw
Robert Foster Hon
4-STRK C
John Morrison Hon
Frank Lillo Hus
Floyd Maynard Hon
Steve Deschamps Hon
Roger Crandell Yam
WMN
Michele McKinnon Hon
Sally Habor Kaw
Kim Merchant Hon
Dawn Shayer Hon
Ahanda Young Kaw
JR
Brian Lawson Yam
Drew Carpenter Yam
Eric Rougeau Yam

Larry Piers	Suz
Scott Robert	Hon
MINI	
Mike Peristere	Yam
Jason Larocca	Kaw
Nathan Kanney	Yam
Robert Rame Jr.	Suz
Josh Lazio	

Motocross
Sprout Patch
Billings, MO
April 13
By Gale Boswell

50	
Jim Albertson	KTM
Jeff Crutcher	KTM
Eric Gerbes	KTM
Mike Garrison	KTM
Tyler Wayt	KTM
60	
Stephen Simmoneau	Hon
Earl Heathcock Jr.	Kaw
Missy Clark	Kaw
Jon Still	Kaw
Danielle Emerson	Kaw
80 BEG	
Scott O'Conner	Yam
Greg Albertson	Yam
Michael Hanks	Yam
Cody Henson	Yam
Rusty Dukes	Yam
80 SR	
Drew Cunha	Yam
Chris Graham	Kaw
Joe Jarvis	Yam
125 BEG	
Brett Thompson	Hon
Charles Hachtel	Yam
Daniel Pruitt	Hon
Daneil Cullers	Hon
Chad White	Kaw
125 NOV	
Kenson Goff	Hon
Dusty Emerson	Yam
Matt Huckelbery	Kaw
Luke Powell	Hon
Charlie Chrismon	Hon
250 BEG	
Tim Bradshaw	Yam
Tracy Stone	Yam
Bobby Anderson	Yam
Art Simmoneau	Suz
Kelly Kile	Yam
250 NOV	
Brian Albertson	Yam
Matt Huckelbery	Kaw
Jason Stegall	Yam
Geoff Cook	Hon
Tom Craig	Hon
COMB OPEN	
Aaron Storey	Hon
Joe Drinnon	Yam
Brian Bacal	Suz
Kenson Goff	Hon
Keith Friebe	Yam

Motocross
NESC
Central Village, CT
April 7

85 C	
Luke Soroka	Kaw
Nicholas Gassnola	Yam
Andrew Jarvis	Kaw
Kyle Stone	Suz
85 B	
Matthew Francis	Kaw
Russell Eldridge	Hon
Derek Wheatley	Suz
Daniel Livernoche	Hon
Mitchell Giambattista	Kaw
85 A	
Paul Veracka	Kaw
Ryan O'Connell	Kaw
Matt Boron	Kaw
Carl Decotis	Hon
125 YTH C	
Mark Doody	Hon
Jason Poulin	Yam
Matthew Doody	Hon
Michael Maffuccio	Yam
Kevin King	Hon
125 YTH B	
Chris O'Neal	Yam
Kevin Komosa	Suz
Joshua Winchell	Hon
Greg Webster	Yam
Brent Hicks	Suz
125 YTH A	
Jeremy Eardley	Hon
Ben McCarthy	Kaw
Jefrey Doane	Suz
Dan Pepoon	Suz
Jay Patterson	Suz
125 AM B	
Timothy Paquet	Suz
Matt Charron	Suz
Scott Furtado	Hon
Scot Deledda	Hon
Adam Nason	Kaw
200 AM B	
Travis Jakan	Hon
Gerard Scotti	Hon
Bryan Cournoyer	Yam
Brett Meredith	Hon
Matt Gronowicz	Hon
OPEN AM B	
Gerard Scotti	Hon
Jeff St. Pierre	Yam
James Sprague	Hon
William Blavackas	Hon
Shaun Stout	Hon
125 NOV C	
Joshua Nason	Yam
Charles Goldy	Suz
Mike Corbett	Yam
Jeremy Burrows	Suz
George Brown	Hon
200+ NOV C	
Bryan McKenna	Hon
Daniel Stevens	Suz
William Pendleton	Hon
Michael Montpelier	Hon
Timothy Tollison	Suz
OPEN NOV C	
Bryan McKenna	Hon
Richard Best	Suz
Daniel Stevens	Suz
Peter Antinarelli	Hon
Timothy Tollison	Hon
125 EX A	
Shane O'Connor	Hon
Patrick Waitt	Hon
Patrick Barton	Suz
Ben Asaff	Hon
Richard Rogers	Hon
200+ EX A	
Shane O'Connor	Hon
Patrick Barton	Suz
Patrick Waitt	Hon
Jason Boron	Kaw
David Paquette	Yam
OPEN EX A	
Jason Boron	Kaw
Brian Vernes	Yam
40+	
Robert Piche	Hon
Henry Komosa	Suz
James Satryb	Hon
John Delgrosso	Suz
Gary Mikalson	Suz
NOV C (30+)	
Peter Antinarelli	Hon
Warren Emerson	Kaw
Don LaChapelle	Yam
Michael Hall	Hon
Timothy O'Donnell	Suz
EX A (30+)	
John Camelio	Hon
Joe Mikalson	Suz
James Hopkins	Hon
Michael Degaetano	Suz
David Paquette	Yam
AM B (30+)	
Charles Meserve	Suz
Dennis Phelan	Kaw
James McCoy	Kaw
Joseph Ores	Hon
John Wadsworth	Suz
EX A (35+)	
Michael Degaetano	Suz
Norman Hebert	Yam
Robert Piche	Hon
Junius Hopkins	Hon
James Satryb	Hon
AM B (35+)	
Scott Turner	Hon
John Wadsworth	Suz
Robert Baer	Kaw
Merle Monroe	Yam

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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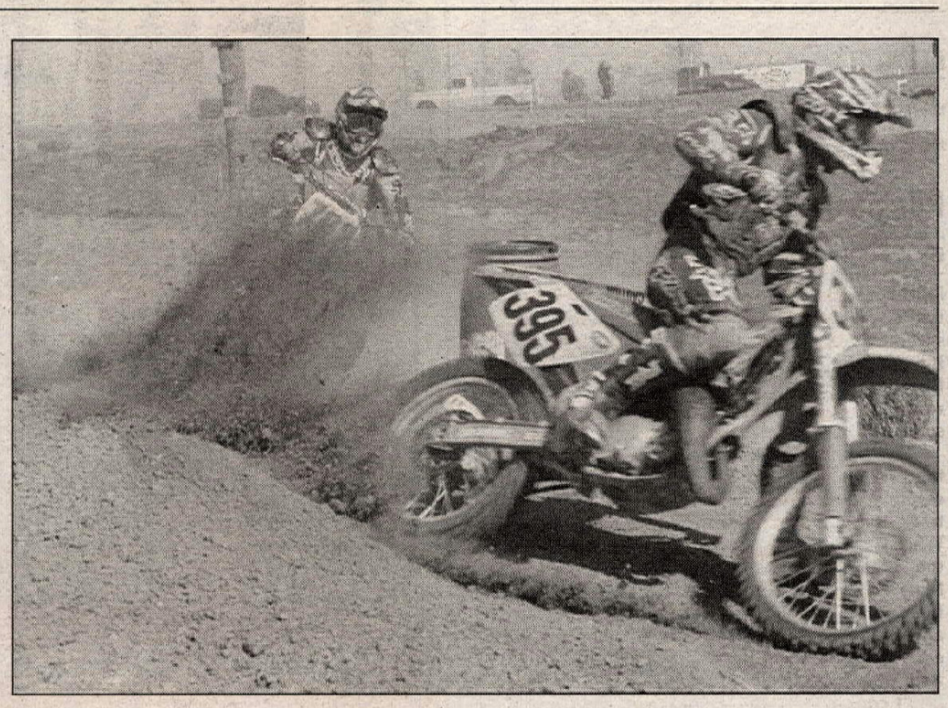

(Left) Gabriel Brune (21) leads Chris Roberts (3) in the 250cc Beginner class at California's Starwest Supercross Park, but would eventually take second overall to Roberts' first.
(Above) Mark Wagner (395) finds himself pursued by a determined Aaron Day (702) during the Area Amateur National Stock Qualifier at Virginia's Birch Creek. Wagner and Day took first and second respectively in the class.

Cavanaugh cleans up at Starwest Motocross

By Tony Alessi

PERRIS, CA, APR. 20
Josh Cavanaugh cleaned up in the 125cc Beginner ranks by posting the overall victory during night motocross racing at Starwest Supercross Park.

Mike Powers controlled the pace during the opening 125cc Beginner moto aboard his Malcolm Smith Racing-backed Suzuki. Cavanaugh carved his way through the pack after starting outside of the top 10, and his hard work paid off in the end with a strong second-place finish behind Powers. David Hutchinson was consistent for third aboard his Pro Circuit Kawasaki while Mark Wickham and Anthony Rosas rounded out the top five.

The second moto saw Cavanaugh out front from the get-go. Rosas was quick to move into second and together they left the field far behind. Cavanaugh mustered enough courage to jump the front double and pulled away to a convincing moto victory over Rosas, Wickham, Powers and Sean White.

Brandon Million showed spunk en route to the 50cc (4-6) Stock-class victory on the main track. Million may have watched one too many Jeremy McGrath tapes since he continually attempted no-footers and half-nac-nacs throughout the race.

In the end Million was victorious, topping newly crowned World Champ Jon McCarthy, Cody Longnecker, Kalin Goodsite and AC Racing-backed Mike Meade.

Results

Little Track
STRTR (4-6): 1. Roberto Jiron (Yam); 2. Donnie Kearney (KTM); 3. Clayton Pratt (KTM); 4. Alan Jiron (Yam); 5. Nick Harryman (Yam).
STRTR (7-8): 1. Thomas Haddad (KTM); 2. Michael Yardley (LEM); 3. Colton James (KTM); 4. Daniel Moore (Yam); 5. Mark Bevis (KTM).
STK A: 1. Cody Longnecker (LEM); 2. Jason Griffin (KTM); 3. Brandon Million (LEM); 4. Jon McCarthy (LEM); 5. Bryce Terzian (KTM).
STK B: 1. Brys Kuntz (LEM); 2. Mike Meade (LEM).
BEG STK (4-6): 1. Kalin Goodsite (KTM); 2. Tommy Trarbaugh (KTM); 3. Michael Covetti (KTM).
BEG STK (7-8): 1. Chaz Diesez (LEM).

Main Track
50 P/W (STK) 4-6: 1. Brandon Million (LEM); 2. Jon McCarthy (LEM); 3. Cody Longnecker 4. Kalin Goodsite (KTM); 5. Mike Meade (LEM).
50 MOD (4-6): 1. Chad Gore (KTM); 2. Kameron Scott (KTM); 3. Travis Christensen (KTM); 4. B.J. Bohrer (KTM).
50 STK (7-8): 1. Jason Griffin (KTM); 2. Keith Frogue (KTM).
60 (6-8): 1. Mike Alessi (Kaw); 2. Jeff Loop (Kaw); 3. Justin Workman (Kaw); 4. Ricky Oliver (Kaw); 5. Mark Atkins (Kaw).
60 (9-11): 1. Justin Wilson (Kaw).
80 BEG (12-13): 1. Chris Rogers (Suz); 2. J.J. Hall (Yam); 3. David Sullens (Yam); 4. Sean O'Connor (Yam).
80 BEG (12-16): Jane Jameson (Yam); 2. Scott Haddad (Suz); 3. Nicholas Hensley (Yam); 4. Mark Valcore (Yam); 5. Jeff Loop (Suz).
80 BEG WMN (12-16): 1. Shannon O'Connor (Hon).
125 BEG: 1. Josh Cavanaugh (Hon); 2. Mike Powers (Suz); 3. Anthony Rosas (Suz); 4. Tom Petter (Suz); 5. Sean White (Yam).
125 NOV: 1. Cody Krauss (Suz); 2. Justin McCoy (Yam); 3. Mathan Craig (Suz); 4. Jose Polasek (Hon).
125 INT: 1. Tyson Taylor (Hon).
250 BEG: 1. Chris Roberts (Kaw); 2. Gabriel Brune (Hon); 3. Steven Harvey (Suz).
250 PRO: 1. Ed Redman (Hon).
BEG (25+): 1. Allan Tungate (Yam).
BEG (30+): 1 Jim Bradbury (Hon); 2. Jim Holloman (Hon); 3. Jim Masters (Kaw); 4. Craig Ansman (Kaw).
NOV (30+): 1. Cy Zuidema (Hon); 2. Jerry Mel (Kaw).
40+: 1. Chris Slick (Hon).

Humphreys hums at Vintage Motocross

By Harvey Mushman

TYLER, TX, MAR. 23
Rick Humphreys was the winner in the 250cc Expert class at round one of the AHRMA/Vintage Iron spring series which kicked off at Swan Motocross Park.

In the first 250cc race, Mike Lagaza was quickest to the first corner with Humphreys, Carl Kelley, Mike Snoddy and Darryl Gurley in close pursuit. Hump was by Lagaza by the end of lap one and left Mike to battle with Keller, Snoddy and Gurley for second. At the checkers, the order remained the same.

In the second 250cc moto, Lagaza, Keller, Snoddy and Humphreys started out front. Hump took the lead on lap one and went on to win with Lagaza, Keller, Snoddy and Phil Grundy crossing in that order.

The first 30/40/50+ race had Lagaza, Lucia and McGee all fighting for the point. Humphreys was in fifth and coming up fast. By the end of lap one, Hump was in front but Mike Tilotta was on the move. On lap three, Hump was still way out front, and Lucia was in second with Tilotta all over him. Just when it seemed Hump had it all sewn up, his Husky rolled to a stop, and he pushed it back to his pits to find the gas tank empty. He quickly refueled and went back out in ninth place. At the checkers it was Tilotta, Lucia, Guilbeau, Lagaza and Lee. Hump worked back up to seventh.

The second 30/40/50+ outing was the best moto of the day. Bobby Guilbeau got the holeshot with Lagaza, Lucia, and Lee Clark on his tail. Humphreys was back in sixth. At the end of lap two, Lucia was out front, Lagaza second and Hump third. Guildbeau had bobbled back to fourth. Hump passed Lagaza and pulled in behind Lucia. Lucia picked up the pace but Hump passed him in the whoops only to get repassed on the next uphill. Hump stayed on Lucia's tail, but couldn't work by without contact. Lucia took a well-earned win followed by Hump, Guilbeau, and Clark.

Results

125 NOV: 1. Jeff Clark (Yam); 2. J. Carlen (Hon).
125 INT: 1. B. Guilbeau (Hon).
250 INT: 1. C. Keller (Bul); 2. P. Grundy (Mon); 3. J. Gerber (Kaw).
250 INT: 1. M. Lagaza (CZ); 2. M. Snoddy (Hus); 3. B. Gurley (Hus).
250 EX: 1. R. Humphreys (Hus).
500 INT: 1. K. McGee (Hus).
30+ INT: 1. C. Keller (Bul); 2. J. Clark (Yam); 3. M. Patterson (Yam).
30+ EXP: 1. R. Humphreys (Hus); 2. M. Tilotta (Hus)
40+ NOV: 1. L. Lucia (CZ); 2. L. Clark (CZ); 3. J. Taylor (Hon).
50+ INT: 1. B. Guilbeau (Bul).
WMN: 1. T. Gerber (Kaw).

Hodges hot at Birch Creek MX

By J. Stewart
Photo by Star Quality

DANVILLE, VA, MAR. 23
Mitchell Hodges took the runner-up honors in 125cc A-class racing and went on to sweep the 250cc A division at the Area Amateur National Stock Qualifier at Birch Creek.

Troy Brewer on his red machine led the first 125cc A lap around the creek. Mitchell Hodges was in a tight second with Terry Kennedy in third. Brewer chose all the right lines and rode what appeared to be near flawless motos, taking the overall with 1-1 finishes over Hodges' 2-2. Rob McWhorter took third.

In the first 125cc B Stock-division moto, Mark Wagner took the early lead. Nick McAllister was in the runner-up position with Josh Capps knocking on his back door. By the end of the second lap, Wagner had about an eight-second lead. Aron Day, who had gated poorly, was on the move. As McAllister and Capps tried to clinch the runner-up position, Day jumped from fourth to second, passing both of them in the back section of the track. Day then set his sights on Wagner. With two laps to go Day had cut Wagner's lead down to nothing. Day took the inside across the tabletop to set Wagner up on the first set of doubles and made the pass stick as they went through the esses. The two were bar-to-bar to receive the white flag. Wagner pegged the throttle going down the front straightaway and around the sweeping turn to retake the lead by eight to 10 bike lengths and went on to take the moto win.

In the second 125cc B moto, McAllister was in the lead with Wagner right on his fender and Day already trying to make his move. Wagner passed McAllister halfway through the first lap with Day doing the same. Day then put the pressure on Wagner, and a miscue by Wagner gave Day the lead. Wagner and Day raced wheel-to-wheel for several laps before Day could shake Wagner off. Day claimed a well-deserved overall with 2-1 finishes. Wagner took second with 1-2 finishes, and McAllister had 3-3 motos over fourth-place Capps with 4-7 scores.

Results

250 A: 1. Mitchell Hodges (Kaw); 2. Tilden Styron (Suz); 3. Scott Shipley (Suz).
125 A: 1. Troy Brewer (Hon); 2. Mitchell Hodges (Kaw); 3. Rob McWhorter (Hon).
250 B: 1. Mark Wagner (Kaw); 2. Brad Edwards (Suz); 3. Kurt Inscoe (Kaw).
125 B: 1. Aaron Day (Kaw); 2. Mark Wagner (Kaw); 3. Nick McAllister (Kaw).
25+ A: Scott Shipley (Suz); 2. Rob McWhorter (Hon); 3. Doug Neighbors (Hon).
SCHBY: 1. Aaron Day (Kaw); 2. Bobby Ranker (Suz); 3. Joshua Capps (Kaw).
U/L: 1. Weshley Kite (Suz); 2. Steve Sehryner (Yam); 3. Josh Shaffer (Hon).
250 C: 1. Branden Williams (Hon); 2. Nick Rippin (Kaw); 3. Dewayne Hodges (Kaw).
125 C: 1. Barry Thives (Kaw); 2. Mike Neal (Yam); 3. Bobby Pawell (Kaw).
S/MINI: 1. Aaron Lindsey (Kaw); 2. Justin Gibbs (Kaw); 3. Jason Laplaete (Hon).
85 (14-15): 1. Aaron Lindsey (Kaw); 2. Jered Black (Yam); 3. James Garrett (Suz).
85 (12-13): 1. Corey King (Suz); 2. Justin Gibbs (Kaw); 3. Nick Warner (Suz).
85 (7-11): 1. B.J. Huntsinger (Suz); 2. Phillip Ranker (Suz); 3. Adam Ward (Suz).
60 (10-11): 1. Steven Dailey (Kaw); 2. Randy Newberk (Kaw); 3. Chase Shumate (Kaw).
60 (7-9): 1. Brant Carden (Kaw); 2. Okey Johnson (Kaw); 3. Dustan Outer (Kaw).
50 (7-8): 1. Jeffry Mort (Cob); 2. Ryan Fitzwater (LEM); 3. Tyler Shumate (Cob).
50 (4-6): 1. Daven Price (LEM); 2. Matthew Pierson (LEM); 3. Nichole Stiles (LEM).

Evans doubles Hamilton ST

By Ed Beckley

HAMILTON, ONT., CANADA, APR. 13
Chris Evans blew the competition away on the slick, concrete short track inside Copps Coliseum Saturday Afternoon and Saturday night.

Evans' was fast qualifier on his big Harley. In Saturday afternoon's race, Evans had to pass three riders after he got a bad start. Bob Sweeten led all the laps of the main event except the last one. Evans blasted his XR down the inside to take the win. Sweeten was second, about four bike lengths ahead of Bob Sobering.

Evans was also quickest in the evening's event. While others struggled, Evans showed that experience pays as he collected first-place money for another main-event win. Sweeten jumped the first start and could not advance to the front in this race after being put on penalty row. Les Washburn hooked up and moved to second and Sobering again claimed third.

Results

FEATURE 1: 1. Chris Evans (H-D); 2. Les Washburn (Hon); 3. Bob Sobering (Rtx); 4. Bob Sweeten (Rtx); 5. Todd Sharpless (W-R).

FEATURE 2: 1. Chris Evans (H-D); 2. Bob Sweeten (H-D); 3. Bob Sobering (Rtx); 4. Todd Sharpless (Rtx); 5. Scott Sehl (W-R).

Pile paces Phillipsville MX

By John Silva

PHILLIPSVILLE, CA, APR. 14

Bell Helmets/Carmichael Honda/WPS-sponsored Dave Pile not only raced to the Veteran Intermediate-class win, he roosted the entire Vet Expert field on his charge to first overall at round one of the Racing in the Redwoods spring series.

Pile was picked as the man to beat even during practice, with his Bridgestone-shod CR500 earning the nickname "Eroder" as it sculpted the track, moving pesky topsoil by the cubic yard. When the gate dropped for moto one, Pile took the holeshot, followed by Experts Sean Conley, Matt Coleman and Tim Phillis, Intermediates Lars Burnside, Brian Erickson and Billy Dillard, and the rest of the 21-rider field. Pile built an early lead which he enjoyed for three laps before a slipping clutch slowed his pace.

"I couldn't get any drive out of the turns," Pile said. "It was slipping bad. ".

Conley closed in and battled Pile briefly before taking the lead for good. Pile's clutch was toast, and the competition keep coming, first Coleman and then Burnside. Pile held fast in fourth and made an attempt to retake third near the end, but Burnside held on. Dillard was fifth.

Pile replaced his ailing clutch between motos and then erupted to another crowd-pleasing holeshot ahead of Phillis, Conley, Burnside and the rest. Late in the moto, backmarker traffic and downed riders slowed Pile and helped Phillis catch and sneak past him. Phillis' lead was short-lived, however, as he slid out in a hairpin turn. Phillis restarted quickly but floundered somewhat up the next short hill, and Pile was quick to react.

"I saw he (Phillis) had gone down, but he still took off right ahead of me," Pile said. "So we drag-raced down into the next turn, but he had way too much speed. I shut off, cut to the inside and passed him as he overshot the best line. "

Pile raced the remaining lap flawlessly and held on to take the win, chased to the flag by Phillis, Conley, Burnside, and Nick Bishop.

The event was dedicated to the memory of the late Frank Ericson, father of Vet-class racer Brian Ericson.

Results

VET EX: l. Sean Conley; 2. Tim Phillis; 3. Matt Coleman.

VET INT: l. Dave Pile; 2. Lars Burnside; 3. Nick Bishop; 4. Billy Dillard; 5. Jon Cook.

VET NOV: 1. Mickey Crenshaw; 2. Brad Ceo; 3. Donny Bailey; 4. Bill Taylor; 5. Mike Finley.

PRO/EX: 1. Jesse Bath; 2. Tyce Jackson; 3. Dusty Jackson; 4. James Kerrigan; 5. Kelly Hammer.

250 INT: 1. Zack Bignon; 2. Scotty Turner; 3. Pete Ellis; 4. Bryon Frick; 5. Jason Mullaney.

125 INT: 1. Kris Howes; 2. Shawn Bushnell; 3. Kevin Palmer.

OPEN INT: 1. Dusty Jackson; 2. Pete Ellis.

OPEN NOV: 1. Solomon Gienger; 2. Neil Wescott; 3. Kevin Thumler.

250 NOV D-1: 1. Jordan White; 2-Travis Rock; 3. Chris Bell; 4. Thomas Elsea; 5. Kevin Dougherty.

250 NOV D-2: 1. Solomon Gienger; 2. Jerry Johnson; 3. Todd Rodgers; 4. Gabriel Norbury; 5. Dustin Tibbetts.

125 NOV: 1. Tony Mondo; 2. Tim Crenshaw; 3. Ben Wilson; 4. Don Bainbridge; 5. Joe Fowler.

S/MN: 1. Josh Holt; 2. Ti Hugggins; 3. Cole Wilson.

80 NOV: 1. Josh Holt; 2. Cole Wilson; 3. T. J. Huggins; 4. Matt Howes; 5. Jedd Ambrosini.

80 BEG: 1. Tasha Buck; 2. Kid Thompson; 3. Russel Wallen; 4. Tyler Rainer; 5. Thomas Prine.

OPEN 4-STRK: 1. Seth Carpenter; 2. Casey Tingle; 3. Brad Spencer; 4. Bo Curran; 5. Bill Bundy.

250 4-STRK: 1. Travis Mullaney; 2. Travis Wallan; 3. Nick Bundy.

0-225 4-STRK: 1. Scott Goff; 2. Dana Bray; 3. Lonnie Manning.

EX (40+): 1. Rod Nordstrom; 2. Jim Howes; 3. Jerry Johnson.

INT (40+): 1. Lonnie Manning; 2. Pete Porter; 3. Carl Bowling.

NOV (40+): 1. Billy Rainer; 2. David Wilson; 3. Kristan Howes.

VINT: 1. Pete Porter; 2. Tim Christie; 3. Honda Elsinore; 4. Ron Jensen; 5. Danny Jensen.

WMN: 1. Tasha Buck; 2. Michaelle Massingham.

60: 1. Ryan Dalton; 2. Joseph Dominick; 3. Kyle Shelton; 4. John Bonham; 5. Kamaal Owen.

P/W D-1: 1. Calvin Kercher; 2. Joseph Kercher; 3. Scott Arreguin.

P/W D-2: 1. J. J. Gonsalves; 2. Tyler Dalton; 3. Cody Kuhnle; 4. Bobby Williamson; 5. Jason Miller.

DiSalvo wins Lodi TT

By Donna Hall

LODI, CA, APR. 20

A mighty roar sounded in Lodi when Michelle DiSalvo won her first Expert Open main event.

The win did not come easy for DiSalvo as she had to pass Eric Weisler. It was a throttle contest all the way, and DiSalvo was able to hammer down just a little longer than Weisler, pass him and go for the checkered. Weisler was second, followed by Jeff Gabhart in third.

Rob Damron took the Pro-Am Expert main

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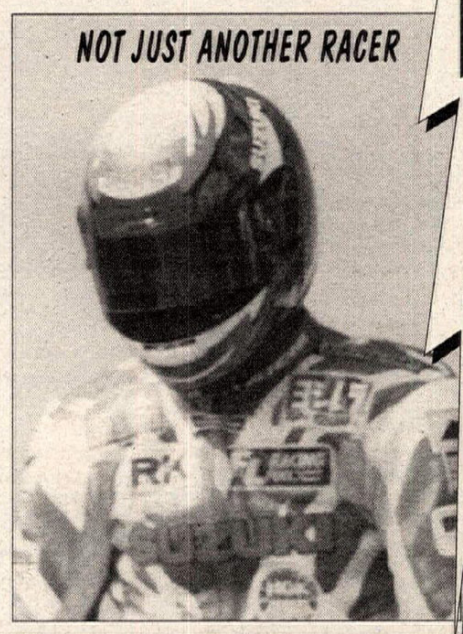

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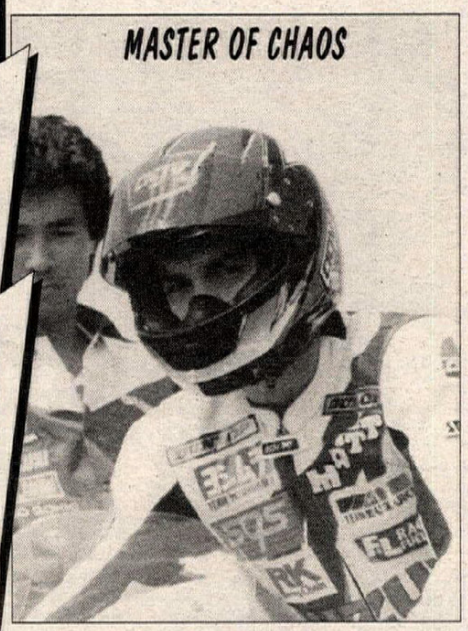

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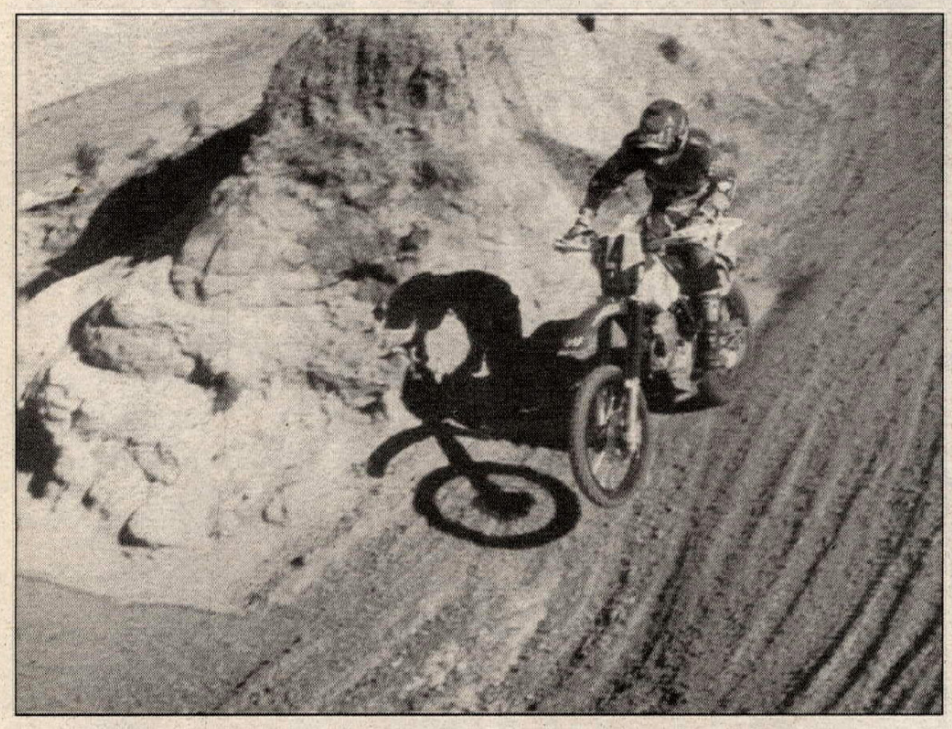

(Left) Jeff Allen claimed the Four-Stroke Amateur win at the Flyng 'P' Cross Country outside of Weatherford, Texas.
(Above) Mark Hutchins muscles a corner en route to the Over 40-class win during vintage motocross action at Carlsbad Raceway in California.

with DiSalvo taking second and Sherman Lee in third. This main was pretty much cut and dried, with Damron taking the holeshot and never seriously challenged for the lead.

Steve Hall continued his domination of the Open B class, while Mark Biscardi continued his roll through the Novice class. Here is a rider overripe for the move to Junior status. Biscardi gets better every week and is consistent with his wins. He's been riding three classes, Open C, Vet and Vintage, and Hall says," I have to ride my butt off to beat him. "

Speaking of moving up to Junior racing, scourge of the 80cc Novice class Jared McWhirter was moved up to Junior status and won the 80cc Junior Main hands down. It was great to see that this young rider will slash right through the ranks to Expert with very few problems.

Kurtis Hawk came visiting from Preston, Washington, and took the 250cc Novice feature, with Riley Cox a close second. Hawk also rode the 250cc Novice TT main and was second to Tony Meiring.

Results

TT

PRO-AM EX: 1. Rob Damron (Rtx); 2. Michelle (W-R); 3. Sherman Lee (Tri); 4. Matt Gomez (Rtx).
PRO-AM 250 EX: 1. Jeff Gabhart (Yam).
125 A: 1. Tony Meiring (Hon).
250 C: 1. Kurtis Hawk (Hon); 2. Billy Hiler (Yam).
OPEN A: 1. Michelle DiSalvo (Rtx); 2. Eric Weisler (Rtx); 3. Jeff Gabhart (Suz); 4. Eskie Tomita (Hon); 5. Chris Marquis (Hon).
OPEN B: 1. Steve Hall (Hon).
OPEN C: 1. Mark Biscardi (Yam); 2. Richard Arnold (Rtx); 3. Mark Amaro (Yam); 4. Marty Weisler (Rtx); 5. Gary Ryan (Yam).
VET A: Matt Gomez (W-R); 2. Eric Weisler (Rtx).
VINT B: 1. Steve Hall (Hon).
VINT C: 1. Mark Biscardi (Yam); 2. Bob Hardmeyer (Tri).
100 A: 1. Jeff Gabhart (Yam); 2. Aaron Cisco (Hon).
80 A: 1. Kurtis Hawk (Suz); 2. Tony Meiring (Hon).
80 B: 1. Jared McWhirter (Hon); 2. Corey Eaton (Kaw).
60 A: 1. Matt Gomez.
60 B: 1. Nick Moore (Kaw).
60 C: 1. Stewart Barber (Kaw); 2. Derrick Ponton (Kaw); 3. Jason Grewe (Kaw).
P/W STK A: 1. Mike Rinaldi (KTM).
P/W STK C: 1. Danny Randazzo (Yam); 2. Kyle Botelho (Yam); 3. Brad Westlund (Yam).

Short Track

OPEN EX: 1. Rob Damron (W-R); 2. Jesse Sanchez (Rtx); 3. Justin Hermesity (Rtx); 4. Tony Soijza (Kaw); 5. Elske Tomita (Hon).
OPEN B: 1. Wayne Davis (Hon); 2. Shawn Raggio (Rtx).
OPEN C: 1. Richard Arnold (Rtx); 2. Michael DeHoys (Yam) 3. Mark Amaro (Yam); 4. Marty Weester (Yam); 5. Shigiha Oka (Hon).
VET A: 1. Bob Grant (Rtx).
VINT A: 1. Chris Marquis (Hon).
250 C: 1: Kurtis Hawk (Hon) 2. Riley Cox (Yam); 3. Elliott Rutledge (Hon).
80 A: 1. Mickey Lane (Suz); 2. Tony Meiring (Hon); 3. Kurtis Hawk (Suz).
80 B: 1. Jared McWhirter (Hon); 2. David Casey (Yam).
60 A: 1. Matt Gomez (Kaw).
60 B: 1. Nick Moore (Kaw); 2. Stewart Barber (Kaw).
60 C: 1. Derrick Ponton (Kaw); 2. Jason Grewe (Kaw).
P/W STK A: 1. Ryan Kuntz (KTM); 2. Mike Rinaldi (KTM).
P/W STK C: 1. Danny Randazzo (Yam); 2. Brad Westlund (Yam).
P/W STK C KTM: 1. Sean Jones; 2. Chris Borjas.

Hoenshell takes Flying 'P' Cross Country

By Darryl Smith

WEATHERFORD, TX, APR. 7
Clay Hoenshell was the man to beat at round three of the Texas Cross Country Series, taking a close win at the Flying 'P' Cycle Ranch.

The short Pro start, about 20 yards long before a right-hand turn, had seen many a crash as riders did not have time to separate from the live-engine start. Hoenshell got away clean and took his usual early lead. Jeremy Fipps kept him in sight for a lap before falling off the pace and eventually finishing fifth. Donnie McMillon was on the move and passed both Fipps and Mike Abbott on lap two to take control of the second spot. That was the way they would finish as Abbott stayed close but could not find a way around McMillon. Their battle kept them on pace with Hoenshell and the top three all crossed the line on minute 98. Oliver Benetis filled in fourth, three minutes after the lead pack.

Expert-class bragging rights went to Over 30 Expert Dana Wright who followed Steve Reavis for a lap and then left the class behind. David Koontz worked up to second after a midpack start, but by the time he got there Wright had established a two-minute advantage.

David Souders was the top amateur at the expense of Bryan Petton, who was a close second in the 250cc Amateur ranks. Wright's and Souder's overall wins were the slimmest to date, each edging out his competitors by one-tenth of a second.

Results

PRO: 1. Clay Hoenshell (Suz); 2. Donnie McMillon (KTM); 3. Mike Abbott (Yam); 4. Oliver Benetis (Suz); 5. Jeremy Fipps (Hon).
AA EX 250+: 1. Gary Benton (Yam); 2. David Culpepper (Yam); 3. Tom Robinson (Suz); 4. Eric Hess (Hus); 5. Darryl Smith (Yam).
AA EX 200-: 1. Tod Myers (Yam); 2. Joey Houghton (Hon); 3. Eric Hillhouse (Kaw); 4. Glen Boyett (Yam).
OPEN EX: 1. Russ Clark (KTM); 2. Bill Wright (Kaw); 3. Shannon Butler (Hon); 4. Todd Gleaves (KTM); 5. Royce Petty (Hon).
250 EX: 1. Danny Elmore (Kaw); 2. Kenny Vowell (Suz); 3. Jimmy Williams (Yam); 4. Brent Shaw (Yam); 5. Micheal Worrell (Hus).
200 EX: 1. Timothy Gillis (Kaw); 2. Mark Wall (Yam); 3. David Holybee (Kaw).
125 EX: 1. Jeremy Butler (Hon); 2. Josh Craddock (Kaw); 3. Mark Weeks (Yam); 4. Brian Barnes (Yam); 5. Aaron Gay (Hon).
EX (30+): 1. Dana Wright (Suz); 2. David Koontz (Kaw); 3. Steve Reavis (Yam); 4. Eddie Linn (Kaw); 5. Ray Jennings (Yam).
EX (38+): 1. Andrew Cooksey (Kaw); 2. Louis Blackwell (Hon); 3. Mark Pace (Hus); 4. Don Fitzsimmons (Hon); 5. Randy Hamlin (Yam).
EX (45+): 1. Gene Pannell (Yam); 2. Loyd Morgan (Suz); 3. Dusty Tower (Kaw); 4. Freddie Dejarneatt (Yam); 5. Mike Daniel (KTM).
EX (50+): 1. Bill Fleming (Suz); 2. Dwight Leatherwood (KTM); 3. Dave Burnap (Kaw); 4. Hazen Smith (Hon); 5. Tim Anstice (Suz).
250 INT: 1. Todd Hutson (Kaw); 2. James Tennyson (Yam); 3. Clint McBride (Kaw); 4. Larry Colvin (Hon); 5. Will Pattison (Kaw).
125 INT: 1. Shawn Smith (Hon); 2. Chris Dejarneatt (Yam); 3. Jeremy Weeks (Yam); 4. Jason Baber (Yam); 5. David Burkam (Yam).
INT (30+): 1. Larry Preston (Kaw); 2. Dow Finsterwald (Suz); 3. Scott Chinnolk (Kaw); 4. Gregg Royar (Suz); 5. Ace Burt (Kaw).
INT (38+): 1. Rick Hinton (Hon); 2. Duane Horton (Yam); 3. George Harris (Kaw); 4. Glenn Barajas (Suz); 5. Curt Larsen (KTM).
INT (45+): 1. Kerry Foster (Kaw); 2. Mike Nalley (Kaw); 3. David Nielson (Yam); 4. Gene Ficker (Suz); 5. Charlie Robinson (KTM).
4-STRK EX: 1. Darin Shirley (Hon); 2. Kenny Vowell (Suz); 3. Jeff Solinger (Hon); 4. Andrew Cooksey (Hon); 5. Mark Lamb (Hon).
OPEN AM: 1. Brian Hoffman (Hon); 2. Russell Horn (Kaw); 3. Lance Churchman (Kaw); 4. Tripp Glenn (Hus); 5. John Mudrak (KTM).
250 AM: 1. Danny Souder (Yam); 2. Bryan Petton (Kaw); 3. Robert Bates (Yam); 4. Cody Joe Starek (Kaw); 5. Jeff Chauza (Suz).
200 AM: 1. Floyd Thomason (Kaw); 2. Glen Pinion (Kaw); 3. Cody Harris (Kaw); 4. John Bryant (Kaw); 5. Matt Panter (Kaw).
125 AM: 1. Joe Wes Everheart (Yam); 2. Ron Daniel (Yam); 3. David Allen Penney (Suz); 4. Deb Shiller (Hon); 5. Chad Fife (Kaw).
AM (30+): 1. Joey Marcom (Yam); 2. Jeff Washburn (Kaw); 3. Don Pierce (Yam); 4. Kevin Lewellen (Kaw); 5. Doug Hibbard (KTM).
AM (38+): 1. Mark McDonald (Kaw); 2. Mark Bergman (Suz); 3. Mike Ratliff (Hon); 4. Gailon Culbertson (ATK); 5. Eddie Kinder (Yam).
AM (45+): 1. Ed Murphy (Kaw); 2. Mike McKool (Kaw); 3. David Lucas Sr. (Kaw); 4. John Petton (Kaw); 5. John West (Hon).
AM (50+): 1. Grady Burch (KTM); 2. Skip Gove (Yam); 3. Bud Johnson (Hon); 4. Kathy Neilsen (Kaw); 5. Barry Millwood (Suz).
4-STRK AM: 1. Jeff Allen (Hon); 2. Doug Shirley (Hon); 3. Steve Turner (Hon); 4. Tim Cruce (Hon); 5. Greg Moses (Hon).
WMN EX: 1. Cathy Craig (Hon); 2. Bethany Jacobs (Kaw); 3. Shelly Dixon (Kaw); 4. Alice Flowers (Hon); 5. Shelly McMillon (KTM).
WMN AM: 1. Tracy Kisor (Kaw); 2. Julie Shields (Hon); 3. Linda Mitchell (Yam); 4. Jamie Cathey (Hon); 5. Dawn Beimler (Yam).
MINI EX: 1. Matt Grubb (Kaw); 2. Chris Abbott (Yam); 3. Bryan Miller (Hon).
MINI AM: 1. Jeremy Johnston (Kaw); 2. Adam Little (Kaw); 3. Tyler Rawlings (Kaw); 4. Tanner Davidson (Hon); 5. Dustin Harris (Kaw).

Hutchins hauls at Carlsbad Vintage Motocross

By Donald McGregor
Photo by Donnie Staman

CARLSBAD, CA, APR. 14
Mark Hutchins gave Bultaco fans reason to cheer as his Pursang took the overall win in the Over 40 Intermediate class at Carlsbad Raceway.

The Carlsbad tradition of close, exciting racing continued as over 100 vintage racers converged on the specially prepared track. Hutchins jumped out to an early lead in moto one. Montesa-mounted Steve Sabin gave chase, but in the final laps Hutchins turned it up a click, pulling away for the win.

Moto two saw Sabin come to the line with a new-found determination, and when the gate dropped he chased Hutchins to the first corner, delighting the crowd with the two-man holeshot. As the race progressed, the pair continued to battle tooth and nail, neither giving an inch. In the closing laps, Hutchins once again turned it up and pulled away for a 1-1 finish and the overall win.

In 250cc Sportsman action, Intermediate-class phenom Dave Hellick used an outside line in turn one of the first moto, blowing by the pack on his beautiful CZ and going on unchallenged to a first-moto win. As the group lined up for moto two, every eye was on Hellick, wondering if the same banzai move would work twice.

As the gate dropped, every racer had the same idea, circling outside in turn one, seemingly in unison. Hellick went wider still, almost taking a section of fence and once again swooping the pack for an incredible holeshot. One man who was not going to let Hellick get away, however, was Expert-class Maico rider Rick Price. Hellick and Price stretched out a huge lead, each pushing the other to faster lap times. The pair rode like they were chained together, never more than a bike length apart. Finally, Price made a move that stuck, giving him the win, and giving the crowd some of the most exciting spectating of the day.

Results

SPTSMN 125 NOV: 1. Rich Venegas (Hon); 2. Kyle Fetty (Yam).
SPTSMN 125 INT: 1. Bryan Davis (Hon).
SPTSMN 125 EX: 1. Bill Clem (Hon).
SPTSMN 250 NOV: 1. Jeff Carver (Hon); 2. David Evans (CZ); 3. Robert Van Scoyoc (CZ).
SPTSMN 250 INT: 1. David Hellick (CZ).
SPTSMN 250 EX: 1. Rick Price (Mai).
SPTSMN 500 NOV: Steve Fish (CZ); 2. Jamie Fetty (Hus); 3. Colic Potter (CZ).
SPTSMN 500 INT: 1. Harry Backer (Suz).
SPTSMN 500 EX: 1. Rick Price (Mai).
CLSSC 125 NOV: 1. Steve Caro (CZ).
CLSSC 125 INT: 1. Ron Renzulli (CZ); 2. Lee Fabry (Hon).
CLSSC 125 EX: 1. Norm Bigelow (Bul).
CLSSC 250 INT: 1. Verne Elmore (Ossa).
CLSSC 250 IEX: 1. Mike Owens (Hus).
CLSSIC 500 NOV: 1. Jim Keetch (Mai).
CLSSIC 500 INT: 1. Verne Elmore (Ric).
CLSSIC 500 EX: 1. Charlie Beck (Mai).
CLSSC STK 250 NOV: 1. Norm Blackmer (Kaw).
CLSSC STK 250 INT: 1. Ron Renzulli (CZ).
CLSSC STK 500 INT: 1. Lee Holth (CZ).
PREM LT WT 250 NOV: 1. Phil Benedict (BSA).
PREM OPEN TW INT: 1. Verne Elmore (Tri).
NOV (30+): 1. Rich Venegas (Hon).
INT (30+): 1. Mark Blakley (Hon).
EX (30+): 1. Rick Price (Mai).
NOV (40+): 1. Jeff Snyder (Hon); 2. Chuck Deran (Yam); 3. Jeff Carver (Hon).
INT (40+): 1. Mark Hutchins (Bul); 2. Steve Sabin (Mon).
EX (40+): 1. Charlie Beck (Mai).
NOV (50+): 1. E. Rodzack (Mai).
INT (50+): 1. Gene Fetty (Hus).
NOV (60+): 4. Norm Blackmer (Kaw).
BMBR 125: 1. Scott Davis (Hon).
BMBR 250: 1. Lee Fabry (Hon).

Holt holds on at Barona Short Track

By Wayne Hosaka

RAMONA, CA, APR. 13
Brad Holt scored his second consecutive 250cc Pro main-event win when he took top honors in the class during Saturday night short track racing at Barona Speedway.

Though a few of the regular hotshoes were out of town competing at the AHRMA/Eddie Mulder Vintage races at Willow Springs, the Pro mains had the 2000 spectators sitting in the stands and partying on the boulders along the back straight going bonkers.

The 250cc Pro Main event had Holt taking the lead early with Garcia following. The Bultaco was working great on the 1/6th-mile banked dirt oval, and by the halfway mark Holt had a substantial lead. Ronnie Garcia put on a charge and closed to within five bike lengths with five of the 16 laps to go, but he tired and lost contact with Holt. Steve Gorby ran a consistent third with Pat Dwyer in fourth. The order remained the same with Holt first, Garcia second, Gorby third, and Dwyer fourth.

The Open Pro Main event was a barn-burner from the start. Robbie Nolin led early followed by Garcia, Holt and Mark Aragon. Travis Petton worked from a back-row start up to fifth place by the second lap. By lap five, Petton had moved past Aragon, Holt, and Garcia and was setting up Nolin for a pass. The next two laps had the fans on their feet as Petton would take the lead only to have Nolin repass in the next turn. As the leaders began lapping the slower riders, Holt joined the fray. Petton slowly pulled ahead as Nolin got caught in traffic. Holt used the traffic masterfully and got around Nolin for second. Nolin would repass on the straightaway only to have Holt use his 20 years exerience on the Bultaco to squeeze through traffic and retake the position. With four laps to go, the spectators were going wild when the two entered turn one side by side, Nolin on the inside. Holt wisely lifted, settling for third. Aragon and Garcia were fourth and fifth, respectively.

Results

OPEN PRO: 1. Travis Petton Jr. (Rtx); 2. Rob Nolin (Yam); 3. Brad Holt (Bul); 4. Mark Aragon (Suz).
250 PRO: 1. Brad Holt (Bul); 2. Ron Garcia (Yam); 3. Steve Gorby (Hon); 4. Pat Dwyer (Yam).
OPEN SPTSMN: 1. Charlie Phillips (Yam); 2. Eric Starks (Yam); 3. Sean Applestill (Yam).
250 SPTSMN: 1. Shawn Ireland (Yam); 2. Gary Stice (Hon); 3. Keith Lynas (Oss).

Rohrschneider roars at Buffalo Range Trials

By Tim Detwiler

OTTAWA, IL, APR. 21
Dave Rohrschneider was the top Expert in the first District 17 trials event of the season, held at Buffalo Range.

Located just west of Ottawa, Buffalo Range is a commercial riding area that covers 400 acres of diverse terrain. The site features a 40-acre sand pit, sandstone cliffs, waterfalls and rock-strewn creek beds, as well as the traditional Northern Illinois mud and logs.

Sunday's event took advantage of all of the features the site offered. Section number one was near the parking lot and used the steep hills surrounding the sand pit. Section two was near a spectacular 40-foot waterfall, using some rock, logs, and mud made fresh during the previous day's shower. The section proved more challenging for all classes than was expected. Section three took the Novice, Enduro, and Vintage riders up a relatively dry creek bed. The Intermediates and Experts rode a nearby part of the same creek bed that started near another 30-foot waterfall and ended with an undercut rock step. Only Rohrschneider consistently cleaned the rock step. Rohrschneider was still fresh from his California National ride, where he finished first in the Senior (30-34) class with only one point for the whole event.

Section five took all classes over several logs. However, the last double-step log was unique, and had the Intermediate and Expert riders doing nose dives.

Sections six through 11 got the riders to the really good stuff. A boulder-strewn creek, lined with sandstone cliffs, with rushing cold spring water, challenged the best.

Section 13 must be unique to Buffalo Range. A sandstone cliff has emerged in the pit where the fine, white silica sand was mined around it. A section was laid out that required the riders to climb various parts of the cliff after turning in the very loose sand. The sand was particularly aggravating, taking points from everyone during attempts to turn sharply in order to accelerate towards the steps in the cliff.

Results

EX: 1. Dave Rohrschneider (Fan); 2. Chuck Blose (Fan); 3. Tim Detwiler (G-G); 4. Jesse Wellenstein (G-G); 5. Ed Polheber (Bet).

INT: 1. Eric Miller (G-G); 2. Ron Johnson (Hon); 3. Neil Riley (Fan); 4. Jack Fox (Bet); 5. Ted Smith (G-G).

VINT: 1. Duwayne Connolly (Bul); 2. Tim Swain (Bul); 3. Jim Snell (Oss).

NOV: 1. Ben Bocox (G-G); 2. Mark Perkiser (Yam); 3. Stan Howarth (Yam); 4. Tom Gillespie (Suz); 5. Pat Smith (G-G); 6. Tim Smith (G-G).

YTH: 1. Kristin Fox (Yam); 2. Kristina Detwiler (Hon); 3. Collin Howarth (Hon).

Jerominski jams at Red Bud Motocross

By Larry Witmer

BUCHANAN, MI, APR. 21
Brad Jerominski took the overall win in three classes, including 125cc A, as Red Bud Track and Trail kicked off the 1996 motocross season.

The class was packed with talent and any number of riders were capable of winning. Jay Wagner grabbed the first-moto holeshot, while Steve Rourke, Jerominski, and Michael Cole were the other front-runners. Jerominski moved into the runner-up slot, but Wagner was on the gas, opening up a cushion of 10 bike lengths. Wagner cruised to the first-moto win ahead of Jerominski, and Rourke carded third. Cole took the fourth spot, with Derek Gayheart rounding out the top five after having a terrible start.

Jerominski took the lead at the start of the second moto. Gayheart ran second, Jim Randa third, Wagner fourth, and Carey West in fifth.

Wagner had to mount a charge to work his way to the front of the field because Jerominski was starting to pull away from the pack. Wagner made his move past Randa over a drop-off jump for third. It took two laps to find a way past Gayheart by going wide around the corner by the starting line. In the end, the 15-minute moto was too short for Wagner to overcome the advantage Jerominski had established. Jerominski took the win and the overalll for the day, Wagner taking the runner-up slot. Gayheart stayed with the leaders to the checkers, showing he had the speed to go the distance. Fourth overall went to Rourke.

Results

125 (12-15): 1. Alan Sanders (Yam); 2. Luke Greenland (Suz); 3. Casey Wood (Kaw); 4. Ben Graves (Suz); 5. Scott Barclay (Hon).

16-24: 1. Brad Jerominski (Kaw); 2. Carey West (Suz); 3. Jeff Vernon (Kaw); 4. Ryan Dewey (Hon); 5. Jeff Moore (Kaw).

25+: 1. Jim Randa (Hon); 2. John Baker (Hon); 3. Jay Wagner (Yam); 4. Fred Nette (Yam); 5. Scott Kirkpatrick (Kaw).

30+: 1. Fred Nette (Yam); 2. Robert Wagner (Suz); 3. Larry Witmer (Suz); 4. Chuck Hamilton (Yam); 5. Todd Flickenger (Kaw).

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(Top) Danny Smith (12) dives inside Danny Ornelas (100) on his way to the overall victory in the 125cc Novice class at Hollister Hills SRVA in California. (Above) Ryan Orr (9) leads Bob Woolsey (201), Mike Alvaro (94) and the rest of the 125cc Beginner class at California Perris Raceway. Alvaro went on to win the moto.

35+: 1. Larry Witmer (Suz); 2. Tom McShane (Kaw); 3. Andrew Ion (Hon); 4. David Johnston (Hon); 5. Dan Ott (Hon).

40+: 1. Mike Horne (Hon); 2. Tom Landis (Yam); 3. Dale Peebles (KTM); 4. David Cameron (Suz); 5. Bob Schmitt (Yam).

AUTO INJ: 1. Brett Wagner (Yam); 2. Rodney BeMiller (Yam); 3. Kyle Kolat (Yam); 4. David Kwast (Yam); 5. Ron Mead (Yam).

AUTO (7-8): 1. Josh Rad (Cob); 2. Jake Fricker (LEM); 3. Joshua Graham (LEM); 4. Matt Sparks (KTM); 5. Nick Mason (Cob).

AUTO (4-6): 1. Chris Rose (KTM); 2. Brett Wagner (Yam); 3. Caleb Jorgensen (KTM); 4. Shon Swindle (KTM); 5. Kyle Kolat (Yam).

60: 1. Nicolas Adams (Kaw); 2. Brad Ripple (Kaw); 3. Robbie Conklin (Kaw); 4. Chris Scott (Kaw); 5. Joe Penrod (Kaw).

80 C: 1. Chris Irey (Kaw); 2. Robbie Conklin (Suz); 3. Shawn Hardly (Kaw); 4. Matt Frederick (Hon); 5. Chris Scott (Yam).

80 (7-11): 1. Jerod Whipple (Hon); 2. Nicholas Adams (Kaw); 3. Anthony Weber (Suz); 4. Brad Ripple (Suz); 5. Geddy Karrle (Hon).

80 (12-15): 1. Joe Brewer (Kaw); 2. Greg Hochmuth (Suz); 3. Aaron Yoder (Suz); 4. Matt Mason (Yam); 5. Jonathon Sanders (Kaw).

125 A: 1. Brad Jerominski (Kaw); 2. Jay Wagner (Yam); 3. Derek Gayheart (Hon); 4. Steve Rourke (Yam); 5. Jim Randa (Hon).

125 B: 1. Ben Graves (Suz); 2. Rodd Nelson (Hon); 3. Carl Shoemaker (Hon); 4. Michael Hazna (Hon); 5. Casey Wood (Kaw).

125 C: 1. Scott Barclay (Hon); 2. Mike Ely (Suz); 3. Don Schnidre (Suz); 4. Brandon Maust (Kaw); 5. Dustin Burleson (Hon).

250 A: 1. Brad Jerominski (Kaw); 2. Jim Randa (Hon); 3. John Baker (Hon); 4. Ahmad Owens (Hon); 5. Alex Rossetto (Suz).

250 B: 1. Kevin Dewey (Hon); 2. Richard Watson (Suz); 3. Bob Kolling (Yam); 4. John Kulton (Hon); 5. John Hanford (Hon).

250 C: 1. Aaron Tobias (Suz); 2. Frank Piro (Hon); 3. Greg Heath (Kaw); 4. Denver Russell (Hon); 5. Randy Nelson (Hon).

Smith decks Hollister Hills MX

By Dick Archer

HOLLISTER, CA, APR. 21

Suzuki-mounted Danny Smith blasted out double moto wins in round four of the AMP Racing/FMF/Mechanix Wear/Yamaha of Modesto '96 Spring Series to win the 125cc Novice division at Hollister Hills SRVA.

Smith shut the door on his competition in moto one as he overpowered Danny Ornelas, Mike Aiello and Craig Truglio in turn one. Ornelas followed Smith closely as Aiello and Truglio battled for third, while YZ80-mounted Ryan Morais took control of fourth. Smith took the checkered flag with Ornelas about three seconds behind. Truglio went down leaving Aiello with third and Morais fourth.

In moto two it appeared that the tables had turned. Ornelas got the jump out of the gate and pulled the holeshot, but after just one lap Smith was on his tail. As the crowd cheered them on, they raced side by side for the next four laps. Finally, on the last lap Smith passed Ornelas. Meanwhile, Morais was hammering away at Truglio in the battle for third. Four in a row they jumped the triple into the last corner. Smith took the win, while Morais got by Truglio, and then Ornelas, to finish second. Truglio edged out Ornelas for third.

Jeff Brownlee and Davey Duarte battled it out in the 250cc Intermediate and Unlimited divisions. Brownlee won the first 250cc moto in a hard-fought race with Duarte, but crashed in moto two and could only salvage second. Duarte took the win and the overall on 2-1 moto scores. In the Unlimited class, Brownlee was flawless as he held off a double attack from Duarte and Cory Morais in both motos.

In the 125 and 250cc Pro divisions, Pat Gomm set a blistering pace to beat series leader Dustin Bloomfield in all four motos. Bloomfield was his only real competition and stayed very close throughout both 125cc motos but could never find a line around Gomm. In the first 250cc moto, Bloomfield led all the way down to the last lap but Gomm muscled his way around Bloomfield when he had to and took the win.

Other good racing saw Mike Johnson the victor over Randy Medley and Mickey O'Shaughnessy in the Vet Pro class, and in the 60cc Beginner class, Eric Stoke took the win as he traded moto victories with Brandon York.

Results

50 BEG: 1. Antony Hernandez (KTM); 2. J.J. Alcantar (KTM); 3. Dean Kolstad (LEM); 4. Donald Hopper (KTM); 5. Cody Woods (KTM).

60 BEG (0-8): 1. Jared Morrison (Kaw); 2. Jarrod Mertens (Kaw); 3. James Leon (Kaw); 4. Darrell Carroll (Kaw); 5. Dean Kolstad (Kaw).

60 BEG (9-11): 1. Eric Stoke (Kaw); 2. Brandon York (Kaw); 3. Ryan Montgomery (Kaw); 4. Greg Walther (Kaw); 5. Jeff Fajardo (Kaw).

60 NOV (9-11): 1. Nick Davis (Kaw); 2. David Darsey (Kaw).

80 BEG: 1. Nick Davis (Suz); 2. Nick Gibson (Suz); 3. Skip Norman (Yam); 4. Steve Martens (Hon); 5. Darin Pellin (Hon).

80 B/W BEG: 1. Billy Jurevich (Kaw).

80 NOV: 1. Michael Patterson (Hon); 2. Sheena Patterson (Suz); 3. Jon Replogle (Suz); 4. Charlie Morrison (Hon); 5. Trafton Chandler (Yam).

80 B/W NOV: 1. Logan Masterson (Kaw).

80 INT: 1. Ryan Morais (Yam).

125 BEG: 1. Mike Hunter (Suz); 2. Tony Victorino (Kaw); 3. David Klingenbeck (Yam); 4. Brigham Cravin (Suz); 5. Rob Dubato (Kaw).

125 NOV: 1. Danny Smith (Suz); 2. Ryan Morais (Yam); 3. Danny Ornelas (Suz); 4. Paul Latala (Suz); 5. Beau Buron (Suz).

125 INT: 1. Harold Hageman (Hon); 2. Jeff Brownlee (Suz); 3. Auggie Rodriguez (Hon); 4. Paul Temmerman (Suz); 5. Cory Morais (Yam).

125 PRO: 1. Pat Gomm (Suz); 2. Dustin Bloomfield (Yam); 3. Justin Quinn (Kaw).

250 BEG: 1. Tony Lumperti (Hon); 2. Jamey Parker (Kaw); 3. Paul Staffers (Yam); 4. Kevin Chapman (Suz); 5. Travis Hill (Suz).

250 NOV: 1. Jim Copeland (Hon); 2. Chris Platero (Hon); 3. Danny Smith (Suz); 4. Phillip Segrendo (Hon); 5. Adam Brigden (Hon).

250 INT: 1. Davey Duarte (Hon); 2. Jeff Brownlee (Suz); 3. Levi German (Hon); 4. Steve Jenkins (Hon); 5. Kevin Wise (Kaw).

250 PRO: 1. Pat Gomm (Yam); 2. Dustin Bloomfield (Yam); 3. Kevin Cordova (Hon).

500 INT: 1. Levi German (Hon).

U/L NOV/BEG: 1. Beau Buron (Suz); 2. Philip Segundo (Hon); 3. Ryan Morais (Yam); 4. Kelly Quinn (Hon).

U/L PRO/INT: 1. Jeff Brownlee (Suz); 2. Dave Duarte (Hon); 3. Cory Morais (Yam); 4. Kevin Cordova (Hon); 5. Justin Quinn (Kaw).

25+ BEG: 1. Tony Jaime (Kaw); 2. Steve Reynolds (Hon); 3. Jon Peters (Kaw); 4. Steve Kennedy (Yam); 5. Mike Besemer (Hon).

25+ NOV: 1. Michael Renner (Hon); 2. Michael Segunda (Hon); 3. Bob Pimentel (Hon).

25+ INT: 1. Rick Mattos (Kaw); 2. Dave Lundin (Hon).

30+ BEG: 1. Tony Lamperti (Hon); 2. Jimmy Rivers (Kaw); 3. Rob Dubato (Kaw); 4. Brad Ceo (Hon); 5. James Hopper (KTM).

30+ NOV: 1. Mark Dawson (Kaw); 2. Rick Jost (Kaw); 3. Dean May (Hon); 4. David Adair (Hon); 5. Jim Dallara (Hon).

VET PRO: 1. Mike Johnson (Suz); 2. Randy Medley (Suz); 3. Mickey O'Shaughnessy (Hon); 4. David Montgomery (Hon).

35+ BEG: 1. Steve Hall (Kaw); 2. Randy Green (Yam); 3. Tony Torres (Hon); 4. Randy Lynch (Yam); 5. John Pierce (Yam).

40+ BEG: 1. Terry Smith (Kaw); 2. John Pierce (Yam); 3. Tim Donalson (Kaw); 4. Bob Kosovilka (Hon); 5. Steve Dunham (Suz).

40+ NOV: 1. Kenny Walker (Hon); 2. Bobby Lynch (Yam); 3. Al Reasner (Kaw).

Brandes shreds Perris MX

By Tony Alessi

PERRIS, CA, APR. 20

Michael Brandes piloted his FMF-prepared Suzuki to a double moto victory in the combined Pro class during GFI Super Saturday motocross held at Perris Raceway.

Dustin Nelson put his Team Green Kawasaki up front in the first combined Pro moto but was no match for Brandes, whose crafty riding style was more than Nelson could handle. Once up front, Brandes extended his lead while Cameron Taylor dogged Nelson for second.

Brandes went on for an easy victory while Nelson shook free of Taylor to secure second. Steve Andrich worked up to fourth on his Orange County Suzuki while Japanese riders Takateru Atsuta and Joshitaka Atsuta rounded at the top six.

The second moto saw Brandes pull the holeshot and go on to lead all 12 laps of the race. Brandes found a new double near the scoring area which helped him to stretch out his lead. The Suzuki pilot went on for the moto and overall victory while Nelson, Taylor, Andrich and "Tak" Atsuta rounded out the top five.

Micky Griffin traded in his strange-looking PW80 for a new YZ80 and scored his first-ever win in the 80cc Beginner class. Though Patrick Terry kept the issue in doubt right up to the finish line, Griffin stood firm and held on for the overall win. Ryan Martinez finished third in his first race ever, while Adam Bisso and Bruce Wilkinson rounded out the top five.

Jim Domann dominated the Over 35 Intermediate class while Bill Keefe got the best of Troy Lee for runner-up honors.

Results

50 (4-6) STK: 1. Bryce Terzian (KTM); 2. Brian Hiner (KTM).

60 FT: 1. Gregory Jones (Hon); 2. Jason Corpodian (Kaw).

60 BEG: 1. Kevin Hunter (Kaw); 2. Ryan Weber (Kaw); 3. Justin Hargrove (Kaw); 4. Bryan Minter (Kaw); 5. Brandon Hiner (Kaw).

60 NOV: 1. Tyler Keefe (Kaw); 2. Justin Workman (Kaw).

60 INT: 1. Mike Alessi (Kaw).

80 FT: 1. Heather Matthews (Kaw).

80 BEG: 1. Micky Griffin (Yam); 2. Patrick Terry (Yam); 3. Ryan Martinez (Kaw); 4. Adam Bisso (Yam); 5. Bruce Wilkinson (Kaw).

80 NOV: 1. Matt Stephens (Suz); 2. Eric Wilbs (Yam); 3. Brandon Staddan (Suz).

80 INT: 1. Ross Garcia (Yam).

80 OPEN: 1. Chris Rogers (Suz).

125 BEG: 1. Wesley Tillmann (Yam); 2. Ryan Orr (Suz); 3. Bob Woolsey (Suz); 4. Miguel Anderson (Yam); 5. Dana Fisher (Suz).

125 NOV: 1. Bomber Hernandez (Hon); 2. Corey Daly (Hon); 3. Chris Rogers (Suz); 4. John Grucella (Hon); 5. John Farrell (Hon).

125 PRO: 1. Steve Andrich (Suz); 2. Yoshitaka Atsuta (Hon); 3. Tyler King (Hon).

250 BEG: 1. Mike Alvard (Yam); 2. John Hockett (Yam); 3. Jeff Kuykendall (Suz).

250 NOV: 1. Rudy Rodriguez (Kaw); 2. Colin Yates (Suz).

250 INT: 1. Jason Abbott (Suz); 2. Kelly Pichel (Kaw); 3. John Nelson (Hon); 4. Gary Jones (Hon); 5. Tim Olson (Yam).

250 PRO: 1. Michael Brandes (Suz); 2. Dustin Nelson (Kaw); 3. Cameron Taylor (Suz); 4. Takateru Atsuta (Hon).

25+ NOV: 1. Cameron Monefeldt (Suz); 2. Chris Alamangos (Hon); 3. Charles Gonzalez (Suz).

30+ BEG: 1. Randy Van Nordheim (Hon); 2. Lou Whitney (Hon).

30+ NOV: 1. Steve Reeves (Hon); 2. Phillip Mitchell (Suz); 3. Gary Harada (Hon); 4. Craig Peterson (Yam).

30+ INT: 1. John Braasch (Suz).

30+ PRO: 1. Terry Fowler (Kaw); 2. Willy Musgrave (Hon); 3. Jim Chamberlain (Hon).

35+ NOV: 1. Greg McCarthy (Hon); 2. Pete Vetrano (Suz); 3. Greg Eddinger (Yam); 4. Glenn Perry (Kaw); 5. Jim Stentz (Hon).

35+ INT: 1. Jim Domann (Kaw); 2. Bill Keefe (Kaw); 3. Jody Weisel (Suz); 4. Ron Lawson (Hon); 5. Troy Lee (Kaw).

40+ NOV: 1. Tim Williams (Hon); 2. Buzz Moeller (Hon); 3. Lou Whitney (Hon).

40+ INT: 1. Frank Thomason (KTM).

40+ EX: 1. Bob Rutten (Hon); 2. Alan Olson (Suz); 3. Gary Jones (KTM); 4. Randy Minter (Kaw); 5. Bengt Johansson (Kaw).

Graves grabs gold at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, APR. 20-21

Chuck Graves powered his way to his second straight victory in the Toyota Gold Cup Formula One Road Race series during the fourth round of Willow Springs Motorcycle Club racing at Willow Springs International Raceway.

Graves led the race from start to finish on his Graves Motorsports-sponsored Suzuki GSXR1100. He was initially challenged for the lead by Curtis Adams and Peter Christensen. Despite some early attempts by Adams to pass Graves, Adams was unable to mount a challenge, leaving Graves with a relatively easy victory. Adams finished in second with Christensen ending up in third.

"Earlier in the day the wind was blowing in the opposite direction, and it was easier getting through turns eight and nine so my lap times were quicker," Adams said on the victory podium.

In the WSMC/Tom Sera Racing Formula Two race, Steve Teschke grabbed the holeshot off the line followed by Robbie Dowie in second and Karl Lowry Jr. in third. Rounding turn nine to complete the first lap, Lowry was all over Dowie's rear tire.

Lowry continued to challenge Dowie throughout the second lap. In the front straight to start lap three, Dowie and Lowry were side by side, but Dowie managed to keep Lowry at bay. Rounding turn eight in lap three, Lowry made another attempt to get past Dowie on the outside, but once again his efforts came up short. However, several turns later, Lowry succeeded in passing Dowie and very quickly opened up a bit of a gap. Having been pushed back into third, Dowie now faced a challenge from a charging Richard Padilla, who closed and passed Dowie in turn two. Padilla continued to hold third for the remainder of the lap, but on the front straight to start lap four, Dowie caught and passed him. Padilla prevailed as he repassed Dowie a few turns later and held onto that spot to finish third behind Teschke with the win and Lowry in second.

Results

F-1: 1. Chuck Graves (Suz); 2. Curtis Adams (Suz); 3. Peter Christensen (Suz); 4. Jerry Evans Jr. (Yam); 5. Jeff Stern (Suz).

F-2: 1. Steve Teschke (Hon); 2. Karl Lowry Jr. (Hon); 3. Richard Padilla (Hon); 4. Robbie Dowie (Hon); 5. Frank Aragaki (Yam).

F-3: 1. Wesley Totsubo (Hon); 2. Vicky Jackson-Bell (Suz); 3. John Ulrich (Hon); 4. LaVaughn Montgomery (Yam); 5. Rolando Qintero (Suz).

F-40: 1. Larry Schnur (Duc); 2. Stephen Hewitt (Hon); 3. David Molitor (Yam); 4. Rick McGachey (Hon); 5. Lloyd Johnson (Duc).

500 S/STK: 1. Mark Stoner (Yam); 2. LaVaughn Montgomery (Yam); 3. Michael Shenoy (Yam); 4. James Hillier (Kaw); 5. Greg Talbot (Kaw).

600 S/STK: 1. Robbie Dowie (Hon); 2. Kenny Canedo (Yam); 3. Dean Vincent (Yam); 4. Chris Weir (Hon); 5. Daniel Equihua (Yam).

750 S/STK: 1. Dean Vincent (Yam); 2. Paul Mumford (Kaw); 3. Rob Fletcher (Hon); 4. Steve Moreno (Suz); 5. Trey Keyes (Yam).

OPEN S/STK: 1. Jason Catching (Suz); 2. Orlando Pablo (Suz); 3. Jeffery Stern (Suz); 4. Brian Osborne (Suz); 5. Maurice Noller (Hon).

550 S/BK: 1. Frank Aragaki (Yam); 2. Richard Munn (Suz); 3. Mark Stoner (Yam); 4. Michael Shenoy (Yam); 5. Eric Ratza (Suz).

650 S/BK: 1. Steve Teschke (Hon); 2. Karl Lowry Jr. (Hon); 3. Robert Yampolsky (Hon); 4. Robbie Dowie (Hon); 5. Daniel Equihua (Yam).

750 S/BK: 1. Jerry Evans Jr. (Yam); 2. Paul Mumford (Kaw); 3. Lance Holst (Suz); 4. Kenny Canedo (Yam); 5. Dean Vincent (Yam).

OPEN S/BK: 1. Curtis Adams (Yam); 2. Chuck Graves (Suz); 3. Peter Christensen (Suz); 4. Tokey Beck (Yam); 5. Tony Endres (Hon).

500 MOD PROD: 1. Mark Stoner (Yam); 2. Michael Shenoy (Yam); 3. Eric Ratza (Suz); 4. James Hillier (Kaw); 5. Greg Talbot (Kaw).

600 MOD PROD: 1. Stefan Johansson (Hon); 2. Robbie Dowie (Hon); 3. Kenny Canedo (Yam); 4. Dave Campbell (Hon); 5. Robert Yampolsky (Hon).

750 MOD PROD: 1. Paul Mumford (Kaw); 2. Steve Moreno (Suz); 3. Trey Keyes (Yam); 4. Kenny Kopecky (Suz); 5. Craig Dabbs (Kaw).

OPEN MOD PROD: 1. Orlando Pablo (Suz); 2. Jason Catching (Suz); 3. Jeff Stern (Suz); 4. Tony Endres (Hon); 5. Jason Walker (Hon).

BOTT L/W: 1. Richard Munn (Suz); 2. Jerry Jirkovsky (Kaw); 3. Brian Long (Kaw); 4. Eric Ratza (Suz); 5. James Hillier (Kaw).

BOTT M/W: 1. Rick Pazen (Hon); 2. Kurt Andrews (Duc); 3. Stephen Lilliott (Hon); 4. Carl Legaspi Jr. (H-D); 5. Jon Robert Seghi (Hon).

BOTT H/W: 1. Larry Schnur (Duc); 2. Scott Liles (Duc); 3. Chris Mencher (Duc); 4. Lloyd Johnson (Duc); 5. Craig Cook (Duc).

500 SGL: 1. Danny Farnsworth (Hon); 2. Benjamin Morse (Hon); 3. Michael McNamara (Hon); 4. Archie Slaven (Yam); 5. Michael Sunderlin (Yam).

600 SGL: 1. Wayne Isaac (Yam); 2. Stuart Knigge (Yam); 3. Steve Hill (Yam); 4. Eric Sherrer (Hon).

F-SGL: 1. Stuart Knigge (Yam); 2. Elliot Iverson (W-R); 3. Danny Farnsworth (Hon); 4. Eric Sherrer (Hon); 5. Steve Hill (Yam).

VINT: 1. Craig Beecher (Yam); 2. Danny Farnsworth (Hon); 3. Scott MacAdam (Yam); 4. Sean Robbins (Yam) 5. Michael Gougis (Kaw).

500 NOV: 1. Dave Mason (Yam); 2. Sean Koyano (Hon); 3. Mike Morris (Yam); 4. Kenneth Liotta (Hon); 5. Mario Rubio (Yam).

650 NOV: 1. Michael Quindazzi (Hon); 2. Long Tran (Suz); 3. Scott Simpson (Hon); 4. Ben Grouby (Hon); 5. Stephen Bowline (Hon).

OPEN NOV: 1. Cesar Meza (Suz); 2. David Smith (Suz); 3. Steven Nazanians (Hon); 4. Alexis Sales (Hon); 5. Ruben Morales Jr. (Kaw).

Davis Tops B & L Supercross

By Bret Eckert

SACRAMENTO, CA, APR. 26
Scott Davis held off a hard-charging Jeff Brownlee of Modesto for the Pro-class honors at B & L Racing Promotion's Friday Night Supercross at Sacramento Raceway.

Davis took the holeshot and led every lap of the first 10-lap Pro moto. Brownlee kept his Suzuki close but couldn't make a pass stick and had to settle for second. Davis repeated his starting-line mastery with another perfect holeshot in moto two. Brownlee again followed in second and made his way past Davis on lap four. This was short-lived, however, as Davis retaliated and made his way back into the lead on lap six. Scott Davis rode hard and held on for the checkers ahead of the rest of the very fast pro field.

Brian Foster traded moto wins with Michael Curce in the highly competitive Pee Wee class. Foster's 1-2 moto scores were good enough for the overall, with Curci getting the nod for second.

Robert Ferreira's last-minute win in moto one of the 125cc Beginner class combined with his well-deserved win in moto two assured top honors. Seventeen wild-eyed beginners left the line in the first moto with Cory Bunse emerging from the first turn with the lead. Ferreira's midpack start caused some hard work for the Modesto rider. Bunse was able to hold off Ferreira and his Yamaha of Modesto & Independent Racing Sponsored Yamaha for five laps until Ferreira made his move on the last lap.

The second moto was all Ferreira with a start-to-finish moto win. Bunse was mired with a midpack start and could do no better than fifth at the checkers. Jesse Dawson used consistent 6-4 finishes to put his Honda on the podium for third overall.

Results

50 (4-6) BEG: 1. Brian Foster (Yam); 2. Michael Curci (Yam); 3. Tyson Shawcroft (Yam); 4. Bobby Howard (Yam); 5. Jess Hubbell (KTM);.

50 (7-9) BEG: 1. Kyle Reid (Yam); 2. Jim Breneisen (Yam).

60 (4-8) BEG: 1. Rocco Curci (Kaw); 2. Kyle Mickelson (Kaw).

60 (9-11) BEG: 1. A.J. Perez (Kaw); 2. Kenny Ingalls (Kaw); 3. Chris Budd (Kaw); 80 (7-11)

BEG: 1. A.J. Perez (Kaw); 2. Kyle Marsalla (Suz); 3. Cam Foster (Kaw); 4. Cody Bridenbaker (Suz); 5. Allen Kenyon (Suz).

80 (12-14) BEG: 1. Steven Paye (Yam); 2. Jack Hunt (Yam); 3. Cole Bridenbaker (Kaw); 4. Timothy Gibbons (Kaw); 5. Michael Casey (Yam).

80 NOV: 1. Beau Clinton (Kaw); 2. Jesse Dawson (Hon).

125 BEG: 1. Robert Ferreira (Yam); 2. Cory Bunse (Hon); 3. Jesse Dawson (Hon); 4. Paul Barker (Suz); 5. Frederic Letellier (Hon).

125 NOV: 1. Jim Breneisen (Bul); 2. Dan Finley (Suz); 3. Ryan Freeman (Suz); 4. Brian Ballard (Hon).

125/250 EX: 1. Scott Davis (Kaw); 2. Jeff Brownlee (Suz).

250 BEG: 1. Matt Fowler (Kaw); 2. Craig Nilsson (Hon); 3. David Jacobs (Hon); 4. Cory Bunse (Hon); 5. Aaron Lucero (Kaw).

250 NOV: 1. Mark Vandewalle (Hon); 2. Dave Highfill (Kaw); 3. Jordan White (Hon); 4. Jeff Berringer (Suz).

250 INT: 1. Shawn Parks (Hon); 2. Jason Mussell (Yam); 3. Jeremy Cade (Suz).

VET BEG: 1. Bob Mitchell (Yam); 2. Clark Plummer (Hon); 3. Louis Webb (Hon); 4. Mark Foster (Kaw).

VET NOV: 1. Roger Newman (Hon); 2. David Harvey (Yam); 3. Peter Crowell (Kaw); 4. Gerry Woodall (Kaw); 5. David Borroso (Suz).

Watkins masters Honda Hills Motocross

by Rupert F. Pellett

LINVILLE, OH, APR. 21
Thirty-five-year-old Scott Watkins showed the younger guys the fast way around this Central Ohio course, sweeping all four motos of the A classes and strangely avoiding the Vet classes in favor of money classes.

Beautiful sunny weather and mild temperatures were in store for the Honda Hills season-opener on their redesigned track. The first 250cc A-class moto would see Watkins stage another of his usual holeshots as Jon Schmitz gave chase. Watkins quickly established a lead as the smooth-riding veteran led to the finish. Schmitz held off a hard-charging Billy Demastry third.

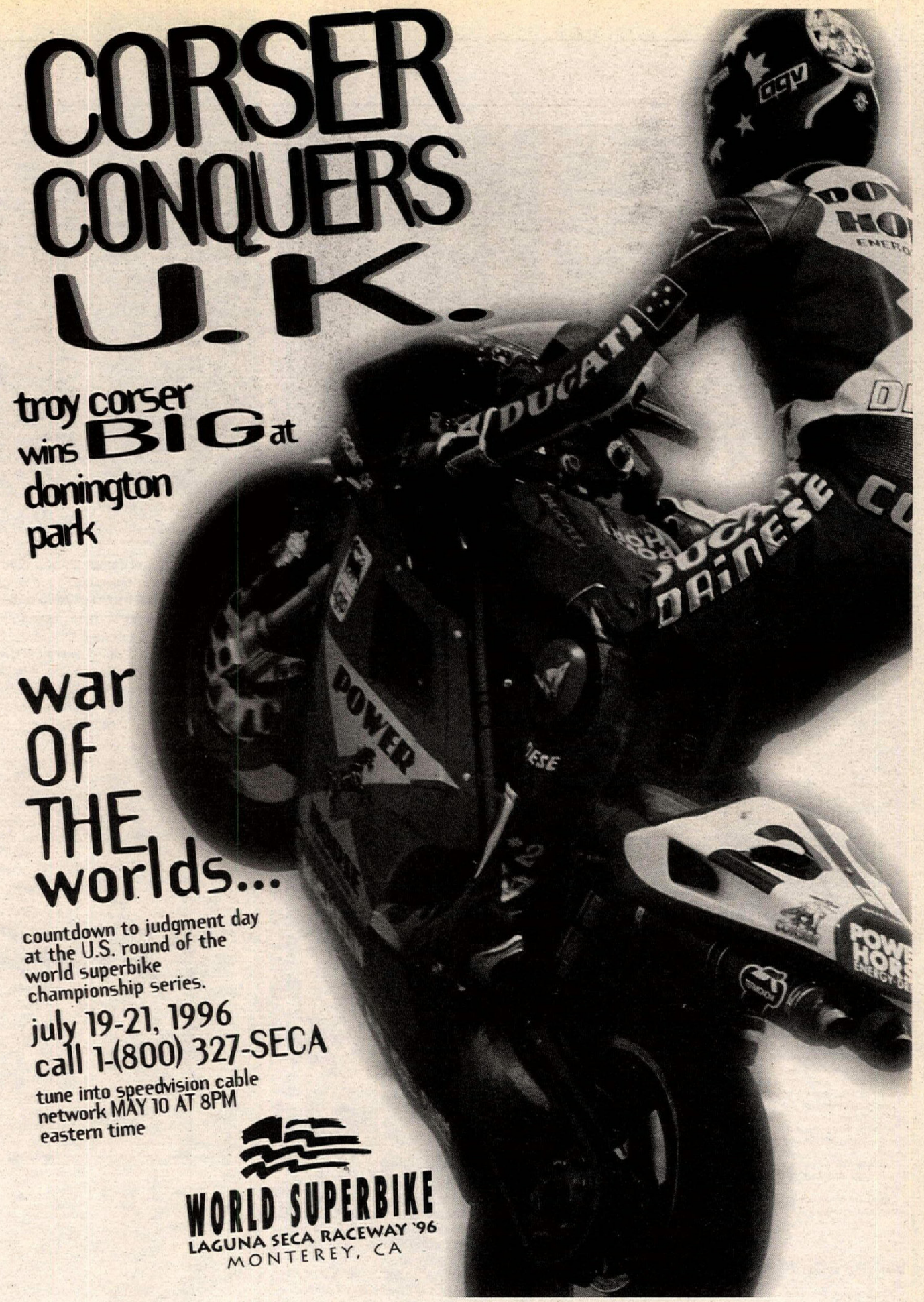
The 125cc A class was another showplace for Kenton, Ohio's Watkins, as the Kawsaki pilot won both motos convincingly, leaving the dicing to the rest of the field. Christopher Berry would tally a second and Jason Frecker snagged third overall after cruising to a fifth in the first moto, and turning on the fuel in moto two, jamming his way to second-place. Columbus Ohio's Joey Devault was the master of the 250cc B class, fighting off all challengers for the overall with 2-1 moto finishes.

Results

50 (4-6) 1. John Ramey (KTM); 2. Haven Holdcroft (KTM); 3. Joey Leadbetter (KTM); 4. Shawn Lowe Jr. (LEM); 5. Matt Bonnes (Suz).

50 (7-8) 1. Tommy Pellett (Cob); 2. Jake Mohney (LEM); 3. Tanner Reed (Cob); 4. Dustin Jackson (KTM); 5. Matt Spaulding (LEM).

65: 1. Michael Willard (Kaw); 2. Chris Whitcraft (Kaw); 3. Joey Pellett (Kaw); 4. Dillon Rhoades (Kaw); 5. Billy Sprankle (Kaw).



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(Left) Series rivals Jamey Parker (28J) and Paul Stoffers battle during 250cc Beginner racing at the final round of Amp racing's '96 spring series in Turlock, Texas. (Above) Lee Faire finished first in the Pre-Modern A class and third overall at the BROS Vintage GP at Pecan Creek in Texas. (Below) Gary Hicks won both Scratch and Handicap main events at Costa Mesa Speedway in Southern California.

80 JR: 1. Andy Willard (Hon); 2. Chris Whitcraft (Yam); 3. Michael Willard (Hon); 4. Chris Leadbetter (Hon); 5. Dillon Rhoades (Hon).

80 SR: 1. David Whitcraft (Yam); 2. Derek Sturgell (Kaw); 3. Tom Kelly (Hon); 4. Gavin Gracyk (Kaw); 5. Justin Weber (Kaw).

SCHBY: 1. Shaun Kuchler (Hon); 2. Scott Kuchler (Hon); 3. David Whitcraft (Yam); 4. Tejae Kelly (Hon); 5. Jake Matthews (Hon).

25+: 1. Jon Schmitz (Suz); 2. Donni Urban (Suz); 3. Gerry Bennett (Hon); 4. Lowell Mason (Yam); 5. Don Barclay (Suz).

30+: 1. Jon Schmitz (Suz); 2. Tim Peck (Suz); 3. Gerry Bennett (Hon); 4. Kirk Jeffries (Suz); 5. Phil Pummell (Kaw).

40+: 1. Gerry Bennett (Hon); 2. Larry Shumaker (Hon); 3. Bob Wilson (Kaw); 4. Joe Collins (KTM); 5. Bill Hartshorn (Hon).

125 A: 1. Scott Watkins (Kaw); 2. Chris Berry (Hon); 3. Jason Frecker (Hon); 4. Billy Demastry (Hon); 5. Troy Swartz (Suz).

250 A: 1. Scott Watkins (Kaw); 2. Jon Schmitz (Suz); 3. Billy Demastry (Hon).

125 B: 1. Joshua Dohn (Suz); 2. Adam Smith (Hon); 3. Charlie Laymon (Hon); 4. Shaun Kuchler (Hon); 5. Lane Teater (Yam).

250 B: 1. Joey Devault (Hon); 2. J.C. Cravens (Yam); 3. Greg Hubbs (Hon); 4. Mark Matheis (Yam); 5. James Chapman (Suz).

125 C: 1. Jay Justice (Suz); 2. Nick Kowalski (Suz); 3. Jeff Ricker (Hon); 4. Jason Casterline (Kaw); 5. Evan Brown (Suz).

250 C: 1. Robbi Stiers (Suz); 2. Chuck Bingham (Hon); 3. Shawn Sims (Yam); 4. Matthew Mathias (KTM); 5. Peter Rapol (Kaw).

OPEN B: 1. Scott Thompson (Hon); 2. Joe Collins (KTM); 3. Michael Combs (Hon); 4. Larry Shumaker (Hon); 5. Mark Laughlin (Hon).

4-STRK: 1. Brad Beery (Yam); 2. Michael Stebelton (Hon); 3. Andy Bashore (KTM); 4. Brett McKeever (Suz); 5. Shane Hyme (Hon).

Stoffers stuffs Turlock MX

By Dick Archer

TURLOCK, CA, APR. 28

Paul Stoffers came from behind to win both motos and the series overall in the 250cc Beginners division at the fifth and final round of Amp Racing's '96 Spring Series in Turlock. Stoffers led series-long nemesis Jamey Parker by a mere one point going into moto one.

As the stampede left the gate, Parker jumped ahead of Stoffers, Chris Ribeiro, Joe Campilli and Bub Monaco. By lap three Parker and Stoffers had raced away with the lead. Wheel-to-wheel they crossed the finish-line jump with one lap to go. Stoffers tracked Parker's lines, keeping with his every move. Then Parker ever-so-briefly bobbled and Staffers was there to capitalize. He slipped by Parker and dashed to the checkered flag. Parker tried to reel him in but came up short by a few seconds.

Moto two was a do-or-die situation as they both needed the win to take the series overall. The gate dropped and off they went. Cresting the first turn first were Parker and Stoffers in an elbow-to-elbow frenzy of speed, and just behind, Campilli, Ribeiro, and Dan Mendoza fighting for third. Parker took off with the lead but Stoffers again stayed dangerously close, leaving Parker very little breathing room. Lap after lap Stoffers pounded away at Parker, challenging him in every corner. Finally Stoffers got by Parker, only to be repassed in the next corner. But Stoffers plowed by him once again in the following corner and took the lead for good. Stoffers motored on for the win and the series overall. A crestfallen Parker took second, and Ribeiro finished third.

Dustin Bloomfield split victory in the 125 and 250cc Pro divisions with series rival Pat Gomm winning the 125cc class on 2-1 finishes. The two were all over each other throughout both motos, but Bloomfield kept up a furious pace in moto two that Gomm could do nothing about. Gomm won the 250cc class with a dubious second-moto victory. Bloomfield won the first moto, and led moto two all the way into the last corner when Gomm made his move. Using Bloomfield as a berm, he railed off him and made the pass as Bloomfield went tumbling head over heels to the ground. Gomm took the win, Bloomfield quickly remounted and finished second. Bloomfield's second in the 250cc class and win in the 125s gave him the well-deserved series wins in both divisions.

Results

50 BEG: 1. Anthony Hernandez (KTM); 2. Cody Woods (KTM); 3. J.J. Alcantar (Yam); 4. Kirtis Butey (KTM); 5. Courtney Ristrom (LEM).

50 NOV: 1. Paul Lawrence (KTM); 2. Danny Rundazzo (Suz).

60 BEG (0-8): 1. Jared Morrison (Kaw); 2. James Leon (Kaw); 3. Paul Lawrence (Kaw); 4. Jarrod Mertens (Kaw); 5. Steven McWatters (Kaw).

60 BEG (9-11): 1. Eric Stoke (Kaw); 2. Ryan Montgomery (Kaw); 3. Jeff Fajardo (Kaw); 4. Scott McKinnon (Kaw).

60 NOV (9-11): 1. Steven Hernandez (Kaw); 2. Cory McDaniel (Kaw); 3. David Darsey (Kaw).

PW 80: 1. Jake Blickwood (Yam); 2. Kyle Bell (Yam).

80 BEG: 1. Steve Martens (Hon); 2. Nick Gibson (Suz); 3. Nick Davis (Suz); 4. Skip Norman (Yam); 5. Brian Cesnius (Yam).

80 NOV: 1. Michael Patterson (Hon); 2. Jon Replogle (Suz); 3. K.C. Rigmaiden (Hon); 4. Trafton Chandler (Yam); 5. Dylan Vicha (Yam).

80 INT: 1. Ryan Morais (Yam).

80 B/W BEG: 1. Billy Jurevich (Kaw).

125 BEG: 1. Mike Hunter (Suz); 2. Mark Verhougstraete (Suz); 3. Rob Dubato (Kaw); 4. Tony Victorino (Kaw); 5. Dustin Rabe (Suz).

125 NOV: 1. Craig Truglio (Kaw); 2. Ryan Morais (Yam); 3. Kenny Heess (Suz); 4. Mike Aiello (Kaw); 5. Danny Ornelas (Hon).

125 INT: 1. Aaron Cheselske (Suz); 2. Paul Temmerman (Suz); 3. Harold Hageman (Hon); 4. Auggie Rodriguez (Hon); 5. Ron Dejesus (Suz).

125 PRO: 1. Pat Gomm (Suz); 2. Dustin Bloomfield (Yam); 3. Justin Quinn (Kaw).

250 BEG: 1. Paul Stoffers (Yam); 2. Jamey Parker (Kaw); 3. Joe Campilli (Hon); 4. Chris Ribeiro (Yam); 5. Bub Monaco (Suz).

250 NOV: 1. Phil Segundo (Hon); 2. Jon Dullum (Hon); 3. Jim Copeland (Hon); 4. Mike Wenstrand (Suz); 5. Tony Dias (Yam).

250 INT: 1. Jeff Brownlee (Suz); 2. Davey Duarte (Hon); 3. Sean Lollor (Kaw); 4. Levi German (Hon); 5. Steve Jenkins (Hon).

250 PRO: 1. Dustin Bloomfield (Yam); 2. Pat Gomm (Yam); 3. Kevin Cordua (Hon); 4. Ben Shank (Hon); 5. Dan Paladino (Yam).

U/L PRO/INT: 1. Dave Duarte (Hon); 2. Levi German (Hon); 3. Dave Lundin (Hon).

U/L NOV/BEG: Dennis James (Hon).

25+ BEG: 1. John Verellas (Hon); 2. Jon Peters (Kaw); 3. Tony Jaime (Kaw); 4. Jamie Chandler (Hon); 5. Alan Wilson (Hon).

25+ NOV: 1. Albert Correia (Kaw); 2. David Cox (Hon).

25+ INT: 1. Jim Dempsey (Hon); 2. Dave Lundin (Hon); 3. Rick Mattos (Yam).

30+ BEG: 1. Rob Dubato (Kaw); 2. Bub Monaco (Suz); 3. Keith McWatters (Kaw); 4. Rick Jewell (Yam); 5. Johnny Chavez (Hon).

30+ NOV: 1. David Adair (Hon); 2. Mark Dawson (Kaw); 3. Chris Cowell (Hon); 4. Rick Jost (Hon); 5. Mike Wenstrand (Suz).

VET PRO: 1. Mike Johnson (Suz); 2. Randy Medley (Suz); 3. Robb Forsberg (Hon).

35+ BEG: 1. Steve Hall (Kaw); 2. Randy Green (Yam); 3. Tony Torres (Hon); 4. Randy Lynch (Yam); 5. Chris Schlander (Suz).

40+ BEG: 1. Tim Donalson (Kaw); 2. Dan Ristrom (Yam); 3. John Pierce (Yam); 4. Bob Kosovilka (Hon).

40+ NOV: 1. Leroy Smith (Suz); 2. Bobby Lynch (Yam); 3. Kenny Walker (Hon); 4. Keith Drake (Suz).

40+ INT: 1. Alan McGehee (Hon).

OTHG BEG: 1. Nick McKinnon (Yam); 2. Darrell Burr (Hon); 3. Johnny Chavez (Hon); 4. Tom Sullivan (Suz); 5. Bob Korock (Kaw).

OTHG NOV: 1. Rob Woehrle (Hon); 2. Dale Mathers (KTM); 3. Wayne Matheny (KTM); 4. Marty Lankford (Suz); 5. Rick Jewell (Yam).

OTHG INT: 1. Alex Chellew (Yam); 2. Alan McGehee; 3. Dave Harrell (Suz); 4. Dave West (Kaw); 5. Matthew Longo (KTM).

OTHG EX: 1. Terry Huffer (Yam); 2. Mike Wenstrand (Suz).

Everyone wins at BROS Vintage Grand Prix

By Scott Ohlemeier

DENTON, TX, APR. 20

All participants at the BestRate Organizers Southwest Vintage Only Off-Road Grand Prix Scrambles had a chance to go home as prize winners, as there were more than enough awards for the handful of riders who showed up at Pecan Creek Motocross Park.

A small band of excited motorcyclists were treated to a combination trail ride and race which afforded entrants a chance to ride without the competitive pressure of a points race. The 3.25-mile course was one-fourth motocross and supercross and three-fourths trails, fields, and trees. Although comfortable to ride, the ancient terrain was dry and peppered with fossil rocks.

Several narrow creek-bank areas looped over and around high bluffs and beaver-gnawed stumps. Nearly one mile of the loop weaved through more than 600 scattered medium to huge sections of concrete culverts and drainage tubes discarded by highway construction workers.

Part-time road racer Ottis Lance hauled his battered 1982 Suzuki RM250 out of the corner of his shop in Denton, pulled on his leathers and promptly overalled the one-hour-plus-one-lap event.

Lance completed 10.5 laps in 66 minutes, averaging about 31 miles per hour en route to the Decade-class (1982-1987) win. A relaxed, gliding style enabled Lance to cover some laps in under seven minutes - the only rider to do so all day.

Second overall was Expert motocrosser Rany Brown, who roared through every checkpoint seconds behind Lance on a beautiful yellow Penton. Finishing second in Decade was Todd Evans on a 1984 Honda CR250.

Results

O/A: 1. Ottis Lance (Suz); 2. Randy Brown (Pen); 3. Lee Faire (Mai).

DEC: 1. Ottis Lance (Suz); 2. Todd Evans (Hon).

PRMDN A: 1. Lee Faire (Mai).

PRMDN B: 1. Steve Squires (Yam).

HIST A: 1. Randy Brown (Pen).

HIST B: 1. Terry Smith (Bul); 2. John Bradford (Bul).

HIST C: 1. Michael Valant (Mai).

MINI B: 1. Shane Squires (Kaw).

Hicks doubles at Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, APR. 26

Only three weeks into the season at Costa Mesa Speedway, Gary Hicks has already posted a double, winning both the Scratch and Handicap main events.

Joining Hicks on the line for the Scratch, the richest ride of the night, was Shawn McConnell, celebrating his birthday in the pole position. Jerry Black, in his first Scratch main ride this season, was in slot two, with Hicks in the center of the, track. Brad Oxley was in fourth and far outside was John Aden. Hicks read the gate to perfection and was out on top with McConnell second and Black third. As they came around on the second lap, Black went in too hot and lost it. McConnell was practically riding double with Hicks, and as they headed for the checkered McConnell hooked up way too much and hit Hicks from behind, causing both to go down. Since the race was more than half completed, the

win was credited to Hicks with McConnell deemed the cause of the red. Oxley got the place spot and Aden the show money.

The Handicap main had four riders on the fifty: Steve Lucero, Hicks, Oxley and McConnell. Aden was alone on the forty with David Taylor and Steve Furman on the twenty. Randy Skinner, in his first Handicap Main, was on the ten. Skinner went down on the first turn and Lucero fell to avoid hitting him. On the restart Taylor got the jump with Furman and Aden close behind. Hicks was on the move and by lap five had taken the lead. With six laps left Oxley had put himself within striking distance of Hicks. With one lap to go, Hicks went on the defensive, closing down the inside line on Oxley. The win was his. Oxley was a solid second and Lucero got by McConnell for the third.

The V-twin Gaudin of Dean Steele and Dwayne King is going to be hard to beat this season if the motor continues to run as hard as it has the past two weeks. They totally dominated the Sidecar main, running off and leaving the rest of the field.

Results

SCR: 1. Gary Hicks (Wes); 2. Brad Oxley (Wes); 3. John Aden (Jaw); 4. Jerry Black (Wes); 5. Shawn McConnell (Gdn).

HDCP: 1. Gary Hicks (Wes); 2. Brad Oxley (Wes); 3. Steve Lucero (Gdn); 4. Shawn McConnell (Gdn); 5. John Aden (Jaw).

SDCR: 1. Dean Steele/Dwayne King (Gdn); 2. D. Carmont/R. Taling (Hon); 3. B. Brayton/P. Weaver (Hon); 4. S. Glass/D. Smithin (Kaw).

SUP: 1. Kon Baur (Jaw); 2. Charlie Cooley (Wes); 3. Rick Pearce (Jaw); 4. Tony Wood (Jaw).

SUP B: 1. Reno Navera (Jaw); 2. David Enloe (Jaw); 3. Rick Bishop (Jaw); 4. Tom Hamilton (Jaw).

Bragg blasts Orlando MX

by Kyle Myers

ORLANDO, FL, APR. 14

Mike Bragg powered his CR500 to a double moto sweep of the 250/500cc B class at the sixth round of the Sunshine State Championship Series held at Orlando Motocross Park.

In the first moto, Bragg jumped out to the early lead with Travis Willis, Marcus Pedreo, Jay Taylor and Jeff Neilander following. Pedreo and Taylor slipped by Willis in the second corner to move into second and third place. Bragg started to open up a lead over Pedreo as Neilander passed Willis for the fourth spot. Pedreo then fell as Taylor moved by. Pedreo quickly remounted and charged back by Taylor within the same lap. Bragg held on for the easy win over Pedreo, Taylor, Neilander and Derrick Januszky.

Bragg once again used his 500 to slice through the thick sand to grab the holeshot in race two. Pedreo, Willis, Taylor and Neilander gave chase. Taylor and Neilander motored by Willis on the opening circuit as Bragg slowly inched away. Pedreo tried to keep Bragg in sight but fell just as he reached his rear fender. With Pedreo down, Taylor and Neilander motored by. Januszyk was on the move after a poor start as he flew by Willis and Pedreo to run in the fourth spot. When the checkered flag came out, Bragg enjoyed a huge lead over Taylor, Neilander, Januszyk and Pedreo.

Results

P/W BEG: 1. Devin Sabater; 2. Alex Bittner; 3. Ken Principato; 4. Brad Hodge; 5. Jeff Faecke.

P/W: (4-6): 1. Colton Winebrenner; 2. Cody Thompson; 3. Kyle Keylon; 4. Dean Dyess; 5. Mike Nicoloni.

P/W: (7-9): 1. Kyle Chisholm; 2. Jim Keys; 3. Bill Harper; 4. Phil Hewett; 5. Don Solley.

P/W MOD: 1. Kyle Chisolm; 2. Bill Harper; 3. Cody Neff; 4. Dan Weyer; 5. Dean Dyess.

60 (5-8): 1. Bill Brighton; 2. Jim Keys; 3. Kyle Chisolm; 4. Trey Thompson; 5. Don Solley.

60 (9-11): 1. Matt Goerke; 2. Barrett Smith; 3. Ian Hewett; 4. Cody Roth; 5. Levi Sammons.

80 BEG: 1. Jesse Richards; 2. Matt Gotler; 3. Phil Hewett; 4. John Felkey; 5. Ron Monk.

80 (7-11): 1. Dan Truman; 2. Dustin Lynn; 3. Quinton Bigalow; 4. Jeff Moore; 5. Chris Kasauage.

80 (12-15): 1. Tyson Hadsell; 2. Mike Stevenson; 3. Paul Perebinjos; 4. Jerry Jackson; 5. Bruce Atkinson.

S/MINI: 1. Tyson Hadsell; 2. Paul Perebjinos; 3. Mike Stevenson; 4. Jerry Jackson; 5. Bruce Atkinson.

125 BEG: 1. Tyler Lairn; 2. Mike Breeden; 3. Brian Babernitch; 4. Dan Downey; 5. Sam Hawkins.

125 C: 1. Andrei Boloni; 2. Ed Higgins; 3. Chris Lopez; 4. Aaron Janson; 5. Doug Wright.

125 B: 1. Ron Renner; 2. Chris Taylor; 3. Scott Laberge; 4. Ray Loggins; 5. Jason Freeman.

250/500 BEG: 1. Alvin Moore; 2. Scott Leggeh; 3. Brian Knowles; 4. Lee Revis; 5. Eric Tollett.

250/500 C: 1. Ed Higgins; 2. Don Schmelyun; 3. Sean Franco; 4. Pat Caiazzo; 5. Darren Bennetti.

250/500 B: 1. Mike Bragg; 2. Jay Taylor; 3. Jeff Neilander; 4. Marcus Pedreo; 5. Derrick Januszyk.

OPEN: 1. Todd Gardner; 2. Scott Davis; 3. Ron Renner; 4. Sam Allen; 5. Joe DaCosta.

15-24: 1. Scott Davis; 2. Jacob Fogg; 3. Mike Bragg; 4. Ray Loggins; 5. Andrei Boloni.

25+: 1. Jeff Lampe; 2. Todd Gardner; 3. Marcus Pedreo; 4. Jay Taylor; 5. Tim Eggers.

30+: 1. Willis Brock; 2. Dean Dyess; 3. Bryan Friday; 4. Sam Allen; 5. Tim Eggers.

35+: 1. Ken Adams; 2. Willis Brock; 3. J.R. Miller; 4. Dean Dyess; 5. Dan Davis.

40+: 1. Dan Davis; 2. Tom Bragg; 3. Greg Bobka; 4. Tom Fogg; 5. John Logrdon.

50+: 1. John Logrdon; 2. Al Gardner; . Tom Nicolson; 4. Will Roberts.

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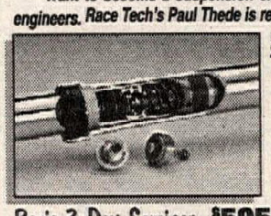
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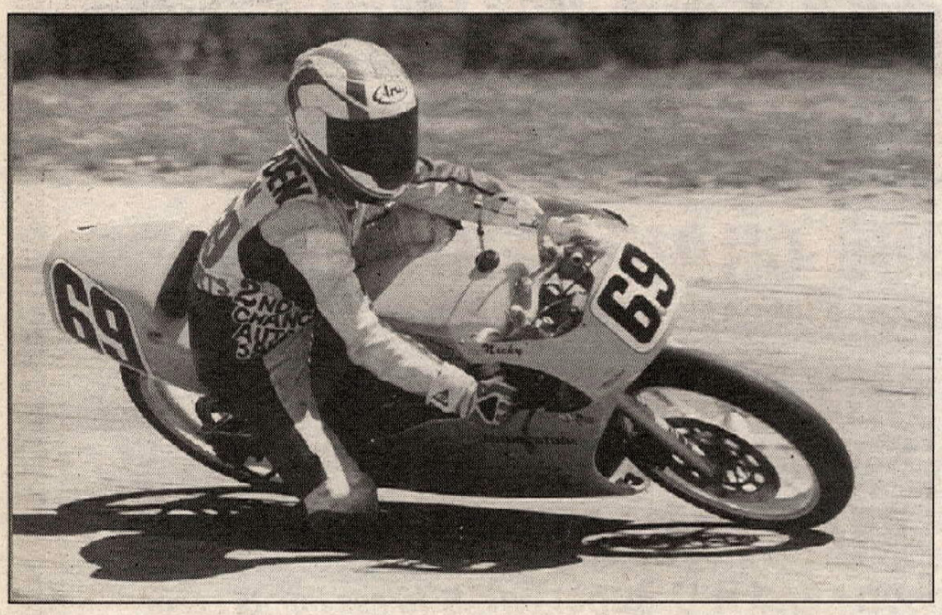

(Above left) TZ250-mounted Nicky Hayden took the hard-fought win in the Open Superbike class in CMRA/WERA racing at Oak Hill Raceway.
(Below left) Tim Eades (66) dices with Mike McKee (99A) and Roy Miller (81A) in the 600cc A class at Trail-Way Speedway. Eades went on to win.
(Above) Pete Malyj won the 250cc Expert class and finished second in the 125cc Expert class at the Hunt Moto Park season opener in Hunt, New York.

Hayden hauls at Oak Hill RR

By Jim Anderson

OAK HILL, TX, APR. 14
WERA national champions Robert Marsh and 14-year-old Nicky Hayden thrilled the standing-room-only crowd at Oak Hill Raceway with wheel-to-wheel road racing in the CMRA's money race, Open Superbike.

As the green flag flew so did Team Tri-Star's Pete Martins on his Texaco-Havoline Suzuki, leading Marsh on his Sportbikes of Houston-powered Yamaha, who in turn was busy fending off the advances of Northwest Honda's Ronnie Lunsford. Behind Lunsford came Longhorn Motorsports' Hayden on the shrieking Johnny Landers/Red Line Oil TZ250 from his last-row starting position. The leading four quickly broke away from the pursuing field. At the end of lap one the order remained the same with the racers gauging their competition, searching for an opportunity to pass. On lap three, Marsh found his way around Martins as they went up the dog-leg hill leading into the blind turn four.

By the fourth lap Hayden finally got by Lunsford on the brakes going into turn two and immediately began reeling in second-place Martins. One lap later Hayden had moved within striking distance, making the pass stick as they raced uphill to turn four and set his sights on Formula One champion Marsh. By turn eight Hayden was on Marsh's back tire and as they came across the start/finish line, Marsh power-wheelied away from the wailing TZ of Hayden, only to have Hayden close back up on the exit of turn one. This cat-and-mouse game continued with Hayden trying everything to sneak past Marsh but his every bid was denied.

Lapped riders then came into play, having a dramatic effect on the outcome. Hayden dived to the inside of two lapped riders as they went into the stop-and-go turn two. Unfortunately for Marsh, the obviously surprised lappers balked him as he attempted get past and Hayden was able to put about five seconds on Marsh. The second-place rider quickly made up the deficit but once again tangled with lappers while Hayden snaked cleanly through and rode off with the win. Marsh held on for second with Martins and Lunsford behind.

While Marsh was no doubt unhappy with his second-place finish the Yamaha rider redeemed himself in other classes with wins in Vintage Five, Vintage Six and 1100 Superstock, as well as defeating the Formula Three, Formula Two and Open Superbike winner Nicky Hayden in the crash-marred final race of the day, Formula One.

Results

OPEN S/BK EX: 1. Nicky Hayden (Yam); 2. Robert Marsh (Suz); 3. Pete Martins (Suz); 4. Ronnie Lunsford (Hon); 5. Steve Wright (Suz).

OPEN S/BK NOV: 1. Wayne Hinds (Hon); 2. Drew Lippolt (Suz); 3. Matthew Bonasera (Kaw); 4. Stephen Harrison (Kaw); 5. Mark Tuttle (Hon).

B S/BK EX: 1. Pete Martins (Suz); 2. Joe Prussiano (Yam); 3. James Schaefer (Yam); 4. Kurt Miller (Kaw); 5. A.J. Schill (Hon).

B S/BK NOV: 1. Wayne Hinds (Hon); 2. Drew Lippolt (Suz); 3. Brian Roe (Yam); 4. Stephen Harrison (Kaw); 5. Jeremy Keller (Hon).

C S/BK EX: 1. Greg Abbott (Hon); 2. James Schaefer (Yam); 3. Tommy Hayden (Kaw); 4. Kurt Miller (Kaw); 5. John Haner (Yam).

C S/BK NOV: 1. Wayne Hinds (Hon); 2. Mark Tuttle (Hon); 3. Brian Roe (Yam); 4. Mathew Bonasera (Kaw); 5. David Maxwell (Hon).

D S/BK EX: 1. Robert Bradlaw; 2. Rick Guy (Duc); 3. Billy Click (Duc); 4. Eric Falt (Hon); 5. Rodney Smith (Hon).

D S/BK NOV: 1. Paul Bordelon (Hon); 2. Robert Crawford (Hon); 3. James Alexander (Yam); 4. Brooks Alvord (Hon); 5. Andre Espaillat (Kaw).

F-1 EX: 1. Robert Marsh (Yam); 2. Nicky Hayden (Yam); 3. Cecil Keeling (Kaw); 4. Joe Acierni (Suz); 5. Michael Carter (Hon).

F-1 NOV: 1. Wayne Hinds (Hon); 2. Drew Lippolt (Suz); 3. Jeremy Keller (Hon); 4. Stephen Harrison (Kaw); 5. Phil Waul (Yam).

F-2 EX: 1. Nicky Hayden (Yam); 2. Sergio Villarreal (Hon); 3. Michael Carter (Hon); 4. Robert Bradlaw; 5. Zachry Lee (Yam).

F-2 NOV: 1. Roger Lee Hayden (Hon); 2. Paul Bordelon (Hon); 3. Brooks Alvord (Hon); 4. Terry McElwain (Yam); 5. James Alexander (Yam).

125 GP: 1. Nicky Hayden (Hon); 2. Michael Carter (Hon); 3. Larry Locklear (Hon); 4. Ben Spies; 5. Roger Lee Hayden (Hon).

F-CLBMN EX: 1. Eric Falt (Rtx); 2. Ron Filler (Kaw); 3. Bruce Moore (Hon); 4. Terry Spell; 5. David LaRue (Hon).

F-CLBMN NOV: 1. James Stainton (Kaw); 2. Andre Espaillat (Kaw); 3. Wayne Moore; 4. Jon Brinson (Kaw); 5. John Weidenfeller (Hon).

U/L TW EX: 1. Micah Stevenson (Duc); 2. Rick Guy (Duc); 3. Eric Falt (Hon); 4. Billy Click (Duc); 5. Mike Whiteley (Yam).

U/L TW NOV: 1. Paul Bordelon (Hon); 2. Robert Crawford (Hon); 3. Brooks Alvord (Hon); 4. James Stainton (Kaw); 5. Andre Espaillat (Kaw).

S/80: 1. Ben Spies; 2. Thomas Hoover (Yam); 3. Skipper Huffman (Yam); 4. Ray Anderson (Yam); 5. Scott Dennis (Yam).

PROD 50 EX: 1. Andy Yim (Yam); 2. Maurice Maness (Yam); 3. Chris Newhouse (Yam).

PROD 50 NOV: 1. Jeremy Saathoff (Yam); 2. Brandon Landers (Yam); 3. Erasmo Solis (Yam); 4. Robert Palmer (Yam); 5. Orville Barnes (Yam).

A S/STK: 1. Robert Marsh (Suz); 2. Pete Martins (Suz); 3. Damon Harvey (Suz); 4. Danny Dominguez (Suz); 5. Barry McMahan (Suz).

B S/STK: 1. Joe Prussiano (Yam); 2. Pete Martins (Suz); 3. James Schaefer (Yam); 4. Kurt Miller (Kaw); 5. Robert Marsh (Suz).

C S/STK: 1. James Schaefer (Yam); 2. John Haner (Yam); 3. Greg Abbott (Hon); 4. Kurt Miller (Kaw); 5. Tommy Hayden (Kaw).

A PROD: 1. Mark Tuttle (Hon); 2. David Maxwell (Hon); 3. Karl Woods (Hon); 4. Nathan Taylor (Kaw); 5. Monty Wheeler (Hon).

B PROD: 1. Mark Tuttle (Hon); 2. Paul Mitchell (Hon); 3. David Waddell (Yam); 4. James Robinson (Hon); 5. David Maxwell (Hon).

C PROD: 1. Mathew Bonasera (Kaw); 2. Lynn LeJeune (Hon); 3. Jeremy Keller (Hon); 4. Samuel Hopkins (Yam); 5. Mark Tuttle (Hon).

D PROD: 1. Brooks Alvord (Hon); 2. Terry McElwain (Yam); 3. Philip White (Hon); 4. John Weidenfeller (Hon); 5. Patrick Kelly (Hon).

VINT 6: 1. Robert Marsh (Hon); 2. Billy Click (Duc); 3. W. David Cheek (Hon); 4. Mike Whiteley (Yam); 5. Bruce Moore (Hon).

VINT 5: 1. Robert Marsh (Hon); 2. Mike Whiteley (Yam); 3. David LaRue (Hon); 4. Fred Beck (BMW).

VINT 4: 1. Fred Beck (BMW); 2. Peter Pohlman (Tri); 3. Chris Fox (Yam); 4. Keith Martin (Tri); 5. Bruce Jackson (Hon).

VINT 3: 1. Peter Pohlman (Tri); 2. Chris Fox (Yam); 3. Keith Martin (Tri); 4. Paul Laubach (Tri).

PROV NOV H/W: 1. Zack Dillon (Kaw); 2. Butch Lawlson (Yam); 3. Brian Simpson (Suz); 4. Roy Villegas (Hon); 5. Steve Waldroop (Yam).

M/W: 1. Dalton Hamilton (Kaw); 2. David Maxwell (Hon); 3. Michael Patterson (Kaw); 4. T.J. Patel (Hon); 5. Julian Chang (Hon).

L/W: 1. Paul Bordelon (Hon); 2. Robert Crawford (Hon); 3. Dharanj Dajender (Hon); 4. Jon Brinson (Kaw); 5. Ted King (Kaw).

Eades wins Trail-Way ST

By Len Breech
Photo by Ben Breech

HANOVER, PA, APR. 20
Tim Eades put his Eades Racing Rotax into the lead at the start of the 600cc Expert-class final and proceeded to pull away from opening-race winner Mike McKee to claim his first-ever 600cc Expert win as Trail-Way Speedway switched over to Saturday evening racing.

McKee did come back and repeat his win in the 250cc A class, while Ricky Winsett almost pulled off a double with a late-race pass of Ken Yoder to take the 600cc Pro win, and was easily winning the Sportsman final until his machine died coming off the final turn and he coasted to a fourth-place finish behind winner Yoder. Bob Sweeten returned to his winning ways as he topped the 30+ class with Joe Gately taking the 40+ win. Joe Zydinsky fought all race long to take the lead in the 125cc class, but since he was the only Expert, he would have won anyway. Ben Miller took second, but was the first B rider over the line for the win in his class. Don Prevost made his first start here a winning one as he topped the 600cc B class, and Brody Miller held off his challenges for the 250cc win.

After breaking down and giving Nick Lipria the win at the opening race, Corey Hormes showed that he is not ready to give up his 80cc-class title without a fight, as he pulled away from Lipria for the win. Jared Mees again won the 60cc final as did Chad Uhler in the 55cc (4-6) class, while Frank Locke took the 55cc (7-8) divisio on his new LEM.

The 600cc Pros started off the windy, warm evening with Yoder jumping in front of Ricky Winsett, Ken Mohler and Rob Miller. After keeping on Yoder's tail for several laps, Winsett slipped under Yoder entering the third turn on the sixth lap, and then put a few bike lengths on him. During the last half of the race, Miller stayed on Mohler's rear tire, but couldn't find the opening.

Most of the Pros returned for the Sportsman final, and this time Winsett grabbed the lead from Yoder, Jim Hass and Phil Libhart. At the end of the second Lap, Libhart got by Haas and brought Shawn Mobley along with him. Winsett had pulled out to almost a straightaway margin when he took the white flag, but his bike died coming off the final turn. This gave Yoder his first Expert win in some time, as Winsett pushed his way across the line just barely in fourth.

Results

600 PRO: 1. Ricky Winsett (Rtx); 2. Ken Yoder (Rtx); 3. Ken Mohler (Rtx); 4. Rob Miller (Rtx); 5. Phil Libhart (Rtx).

55 (4-6): 1. Chad Uhler (Yam); 2. Dale Tasker Jr. (Yam); 3. Jeff Haldeman (Yam); 4. Brandon Robinson (Yam); 5. Brandon Connelly (Yam).

600 B: 1. Don Prevost (Hon); 2. Mathew Shuart (Yam); 3. Jason Shuart (Yam); 4. Sam Winters (Yam); 5. Byron Germer (Hon).

250 A: 1. Mike McKee (Suz); 2. Jim Haas (Kaw); 3. Tim Eades (Hon); 4. Tom McGrane Jr. (Mai); 5. Chuck Buchanan (Suz).

55 (7-8): 1. Frank Locke (LEM); 2. Chris Shank (Yam); 3. Leroy Bussey (Yam); 4. Jeff Mcmanus Jr. (Yam); 5. Nickolas Henderson (M-M).

65: 1. Jared Mees (Kaw); 2. Dan Guiseppe (Kaw); 3. Shawn Foster (Kaw); 4. Bryan Douglas (Kaw); 5. Leroy Bussey (Kaw).

600 A: 1. Tim Eades (Rtx); 2. Mike McKee (Rtx); 3. Roy Miller (Hon); 4. Mike Klopp (Hon); 5. Jim Haas (Rtx).

85: 1. Corey Hormes (Hon); 2. Nick Lipira (Yam); 3. Chris Klinefelter (Hon); 4. Jared Mees (Kaw); 5. Bryan Douglas (Yam).

SPTSMN: 1. Ken Yoder (Rtx); 2. Phil Libhart (Rtx); 3. Shawn Mobley (Hon); 4. Ricky Winsett (Rtx); 5. Jim Hass (Rtx).

250 B: 1. Brody Miller (Cag); 2. Don Prevost (Hon); 3. Will Russell (Hon); 4. Ken Miller Jr. (Yam); 5. Ray Stillwell (Suz).

30+: 1. Bob Sweeten (Rtx); 2. Bob Babcock (Rtx); 3. Todd Stith (Rtx); 4. Jim Chapman (Rtx); 5. John Henderson (Rtx).

125 A: 1. Joey Zydinsky (Hon).

125 B: 1. Ben Miller (Yam); 2. Billy Stillwell (Yam); 3. Raun Wood (Yam); 4. Dean Sullivan (Hon).

40+: 1. Joe Gately (Tri); 2. Don Prevost (Hon); 3. Jeff Sassaman (Hon); 4. Bill Allen (Yam); 5. Tony John (Yam).

Dieter takes two at Hunt Motocross

By Michael Harasmisz
Photo by Jack Haley

HUNT, NY, APR. 21
After spending the season riding the Mini class last year, Aaron Dieter made the move up to a 125cc a winning one as he took the overalls in both the 125cc Novice and Schoolboy classes at the season opener at Hunt Moto Park, which was also round two of the Western New York Sports Committee Spring Series.

Some 465 riders turned out to compete on the challenging natural-terrain track with its many off-camber turns, hairpins and hills to test riders' skills.

A.J. Bourne jumped out to an early lead in the first 125cc Novice moto with Don Carman and Dieter close Behind. Bourne continued to hold on to first place as Carman and Dieter fought over the runner-up position. Dieter moved into second at the midway point of the moto. Bourne took the win with Dieter second and Carman in third. Jimmy Miller was fourth after moving up from a bad start.

Carman took the holeshot in moto two with Dieter and James Hollenbeck in his roost. Dieter wasted no time as took over the lead from Carman in a jump section and never looked back. Dieter took the win and the overall while Carman was second, holding off a fast-approaching Heath Wadhams, who finished third. First-moto winner Bourne was fourth, which was good for fourth overall.

In Schoolboy-class action Dieter grabbed the early lead in both motos with Bourne close behind each time out. Dieter won both motos for the overall while Bourne was a close second at the flag in both motos for second overall.

When the 17 riders in the 250cc Expert class entered the first turn it was Peter Malyj leading

with Billy Silvarole and Pete Phillips close behind. Malyj and Silvarole battled over the lead as they pulled away from Phillips, who had to contend with Mark Van Norman. Midway through the moto Phillips and Van Norman dropped off the pace as Eddie Van Ballegooyen and Joe Ellington moved into third and fourth. Malyj finished first with Silvarole a close second. Van Ballegooyen was third with Ellington in fourth.

When the 2-1 board went up for the second 250cc Expert moto, the spectator fences were filled as this would be the best moto of the day. Ellington timed the gate perfectly as he took the holeshot with Malyj and Silvarole close behind. They quickly pulled away from the other riders as they fought over the lead trying many different lines while Ellington held on to first place. On lap three Malyj passed Ellington coming out of a jump section on the inside. Ellington then repassed Malyj on the downhill freeway. Meanwhile, Silvarole was closing in on the leading duo. Malyj and Silvarole then both moved by Ellington for the lead. Malyj took the moto win and overall with Silvarole a bike length behind at the flag. Ellington was third with Van Ballegooyen in fourth.

Results

P/W: 1. Brandon Meier (Cob); 2. Chad Dunning (Cob); 3. John Young (Lem); 4. Hinu Hughson (Cob); 5. Ronnie Bardo (Cob).

60: 1. Mike Sick (Kaw); 2. Beau Nichols (Kaw); 3. Caleb Miller (Kaw); 4. Michael McBain (Kaw); 5. Joshua Uthery (Kaw).

MINI JR: 1. Mike Sick (Suz); 2. Justin Bradley (Hon); 3. Michael McBain (Kaw); 4. Joshua Uthery (Kaw); 5. Jermia Ronek (Hon).

MINI SR: 1. Bear Hughson (Kaw); 2. Joshua Cislo (Hon); 3. Marshall McFarland (Suz); 4. Mark Beehler (Hon); 5. Bobby Silvarole (Kaw).

MINI COMB: 1. Bear Hughson (Kaw); 2. Aaron Uthery (Kaw); 3. Joshua Cislo (Hon); 4. L.J. Partelow (Kaw); 5. Marshall McFarland (Suz).

125 SCHBY: 1. Aaron Dieter (Suz); 2. A.J. Bourne (Kaw).

16-24 COMB: 1. Darrell Stone (Kaw); 2. John Osnley (Hon); 3. Mark Van Norman (Suz); 4. Eric DeBadts (Hon); 5. Brian Barber (Kaw).

125 BEG: 1. Dusty Krepp (Hon); 2. Ron Sanger (Hon); 3. Brian Wierzha (Hon); 4. Chris Leonardi (Kaw); 5. Len Rospierski (Suz).

250 BEG: 1. Chuck Hoffman (Kaw); 2. Troy Parmentier (Yam); 3. Tom Cox (Suz); 4. Ken Beherns (Hon); 5. David Lyndsly (Hon).

125 NOV: 1. Aaron Dieter (Suz); 2. Donald Carman (Yam); 3. A.J. Bourne (Kaw); 4. Jimmy Miller (Suz); 5. Chad Briggs (Kaw).

250 NOV: 1. Glenn Taylor (Hon); 2. Ray Rink (Hon); 3. Tim McMurtree (Hon); 4. Jim DiFonzo (KTM); 5. Paul Doty (Yam).

125 AM: 1. Baird Hageman (Hon); 2. Rich Dool (Hon); 3. Fred Huff (Suz); 4. Wilmer Caballero (Suz); 5. Brian Barber (Kaw).

250 AM: 1. Rich Dool (Hon); 2. R.J. Overholt (Kaw); 3. Andrew Miller (Hon); 4. Brian Sigel (Kaw); 5. Brian Williams (Kaw).

VINT/WDS: 1. Adam Mattison (Hon); 2. Doug Weinman (Hon); 3. Paul Gardner (Hon); 4. Robert McCarthy (Hon); 5. Daniel Morgott (Hon).

SR C: 1. Ray Rink (Hon); 2. Wesley Sabin (Kaw); 3. Brian Hildom (Hon); 4. John Meehan (Hon); 5. Rick Vernon (Yam).

SR B: 1. Brian Broadwell (Suz); 2. Mike Bender (KTM); 3. David Carman (Yam); 4. Jim Stine (Yam); 5. Al Finley (Hon).

25+ AM: 1. Al Finley (Hon); 2. Brian Broadwell (Suz); 3. David Carman (Yam); 4. Stephen Janas (Yam); 5. Jeff Garlock (Kaw).

25+ EX: 1. Joe Ellington (Hon); 2. Greg Meeder (Kaw); 3. Peter Phillips (Hon); 4. Peter Falconi (Hon); 5. Bart Lucas (Kaw).

125 EX: 1. Billy Silvarole (Kaw); 2. Peter Malyj (Kaw); 3. Joe Ellington (Hon); 4. Eddie Van Ballegooyen (Kaw); 5. Bart Lucas (Kaw).

250 EX: 1. Peter Malyj (Kaw); 2. Billy Silvarole (Hon); 3. Joe Ellington (Hon); 4. Eddie Van Ballegooyen (Kaw); 5. Greg Meeder (Kaw).

Sidecars return for Laguna Seca Road Race

By Rick Murray

MONTEREY, CA, APR. 28

For the first time since 1981, U.S. sidecar teams had the opportunity to race at the picturesque Laguna Seca Raceway on the Monterey peninsula. A total of 12 road racing sidecar teams of the Sidecar Racers Association took the grid for the fourth event of the Barnett Sidecar Challenge run in conjunction with the AMA Superbike round held at the raceway.

As SRA starter Kenny Heuser dropped the green flag, the team of Ken MacNeill and Art Morris took the early lead. By the second lap, the Rick Murray/Heather Belletto duo had worked their way to the front, but they soon dropped to fourth as Hal Bayor and Victor Bernisconi took over the lead, followed by the team of Kelly Bell and Eric Rude, and Ed Ramones and Craig Evans. The lead positions would shuffle with Bell/Rude taking a turn at the front while Murray/Belletto worked into third. As the race wound down, Murray/Belletto made their way to the front with the top teams then running nose to tail and using the draft to hold their positions. On the final lap, the Murray/Belletto team ran off the track in the new turn 11 but were able to rejoin the race without losing their lead thus leaving Bell/Rude in second with Ramones/Evans finishing third after running in second place briefly.

Results

1. Rick Murray/Heather Belletto (Bak); 2. Kelly Bell/Eric Rude (K&K); 3. Ed Ramones/Craig Evans (RGM); 4. Hal Bayor/Victor Bernasconi (K&K); 5. Frank Riolo/David Clements (K&K).

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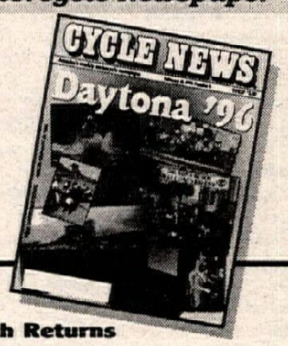

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LEADERBOARD

1996 Championship Point Standings

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 3 of 15 rounds)

1. Michael Doohan (Hon), Australia (46/1 win)
2. Norifumi Abe (Yam), Japan (40/1 win)
   Alex Barros (Hon), Brazil (40)
4. Scott Russell (Suz), Alpharetta, GA (38)
5. Luca Cadalora (Hon), Italy (35/1 win)
6. Alex Criville (Hon), Spain (33)
   Carles Checa (Hon), Spain (33)
8. Jean-Michel Bayle (Yam), France (26)
9. Alberto Puig (Hon), Spain (22)
10. Loris Caprossi (Yam), Italy (16)

250cc WORLD CHAMPIONSHIP
(After 3 of 15 rounds)

1. Max Biaggi (Apr), Italy (70/2 win)
2. Tetsuya Harada (Yam), Japan (45/1 win)
3. Luis d'Antin (Hon), Spain (36)
4. Oliver Jacque (Hon), France (34)
5. Nobuatsu Aoki (Hon), Japan (31)
6. Ralf Waldmann (Hon), Germany (24)
7. J.P. Ruggia (Hon), France (23)
   Jurgen Fuchs (Hon), Germany (23)
9. Noriyasu Numata (Suz), Japan (20)
   Tohru Ukawa (Hon), Japan (20)

125cc WORLD CHAMPIONSHIP
(After 3 of 15 rounds)

1. Masaki Tokudome (Apr), Japan (63/2 wins)
2. Haruchika Aoki (Hon), Japan (60)
3. Stefano Perugini (Apr), Italy (37/1 win)
4. Noboru Ueda (Hon), Japan (33)
5. Peter Oettl (Apr), Germany (32)
6. Tomomi Manako (Hon), Japan (31)
7. Valentino Rossi (Apr), Italy (20)
8. Jorge Martinez (Apr), Spain (19)
9. Akira Saito (Hon), Japan (15)
10. Dirk Raudies (Hon), Germany (13)
    Lucio Cecchinello (Hon), Italy (13)

WORLD SUPERBIKE CHAMPIONSHIP
(After 2 of 12 rounds)

1. Troy Corser (Duc), Australia (90/2 wins)
2. John Kocinski (Duc), Modesto, CA (69/2 wins)
3. Pier-Francesco Chili (Duc), Italy (56)
4. Aaron Slight (Hon), New Zealand (52)
5. Simon Crafar (Kaw), New Zealand (46)
6. Anthony Gobert (Kaw), Australia (43)
7. Colin Edwards II (Yam), Conroe, TX (37)
8. Carl Fogarty (Hon), Great Britain (36)
9. Christer Lindholm (Duc), Sweden (23)
   Wataru Yoshikawa (Yam), Japan (23)

AMA SUPERBIKE SERIES
(After 3 of 10 rounds)

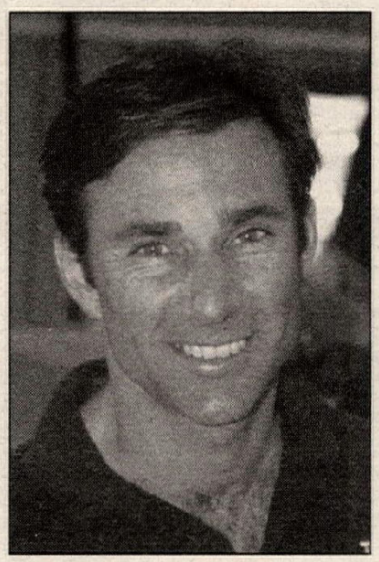
1. Doug Chandler (Kaw), Salinas, CA (92/1 win)
2. Pascal Picotte (Suz), Canada (80)
3. Mat Mladin (Suz), Australia (78)
4. Tom Kipp (Yam), Chardon, OH (76)
5. Steve Crevier (Hon), Canada (73)
6. Miguel DuHamel (Hon), Canada (70)
7. Larry Pegram (Duc), Baltimore, OH (59)
8. Shawn Higbee (Duc), Manhattan Beach, CA (51)
9. Jamie James (Yam), Asheville, NC (48)
10. Michael Smith, (Kaw), Canton, GA (47)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 3 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (103/2 wins)
2. Mike Smith (Kaw), Canton, GA (93/1 win)
3. Thomas Stevens (Kaw), Sanibel Island, FL (88)
4. Steve Crevier (Hon), Canada (81)
5. Ben Bostrom (Hon), Redondo Beach, CA (79)
6. Doug Toland (Hon), Buena Park, CA (69)
7. Gerald Rothman Jr. (Hon), Manchester, CT (65)
8. Matt Wait (Hon), Lodi, CA (58)
9. Christopher Rankin (Kaw), Austin, TX (52)
10. Andrew Stroud (Hon), New Zealand (50)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 3 of 10 rounds)

1. Pascal Picotte (Suz), Canada (104/2 wins)
2. Aaron Yates (Suz), Milledgeville, GA (94/1 win)
3. Mark McDaniel (Suz), Santa Rosa, CA (84)
4. Mark Miller (Suz), Long Beach, CA (79)
   Doug Chandler (Kaw), Salinas, CA (79)
6. Michael Barnes (Suz), Boca Raton, FL (78)
7. Jason Pridmore (Kaw), Ventura, CA (70)
8. Jim Leslie (Suz), Ridgefield, CT (62)
9. Mark Black (Suz), Austin, TX (58)
10. James Randolph (Suz), Santa Rosa, CA (56)



RICH OLIVER

AMA 250cc GRAND PRIX SERIES
(After 3 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (108/3 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (92)
3. Mark Foster (Yam), San Juan Capistrano, CA (80)
4. Kristian Kass (Yam), Paramount, CA (79)
5. Nick Ienatsch (Yam), Los Angeles, CA (75)
6. Bobby Keith (Yam), Redwood City, CA (69)
7. John France (Hon), Melbourne, FL (54)
   Jason Roth (Yam), Dublin, CA (54)
9. Perry Melneciuc (Hon), Lehigh Acres, FL (53)
10. Chris Rogers (Yam), Corona, CA (47)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 3 of 10 rounds)

1. Matt Wait (H-D), Lodi, CA (104/2 wins)
2. Ben Bostrom (H-D), Redondo Beach, CA (100/1 win)
3. Nate Wait (H-D), Lodi, CA (82)
4. Brian Gibbs (H-D), Stockbridge, GA (69)
5. Daigoro Suzuki (H-D), Brea, CA (63)
6. Dave Estok (H-D), Daytona Beach, FL (60)
7. Hikaru Miyagi (H-D), Newport Beach, CA (57)
   Tripp Nobles (H-D), Macon, GA (57)
9. Eric Bostrom (H-D), Marina Del Rey, CA (52)
10. Scott Zampach (H-D), West Bend, WI (50)
    Richie Morris (H-D), Daytona Beach, FL (50)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 14 of 15 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (347/13 wins)*
2. Jeff Emig (Kaw), Riverside, CA (220/1 win)
3. Ryan Hughes (Kaw), Escondido, CA (202)
4. Ezra Lusk (Suz), Bainbridge, GA (193)
5. Mike LaRocco (Suz), South Bend, IN (190)
6. Damon Bradshaw (Yam), Mooresville, NC (187)
7. Phil Lawrence (Kaw), Menifee, CA (184)
8. Damon Huffman (Kaw), Acton, CA (172)
9. Larry Ward (Hon), Florence, SC (162)
10. Brian Swink (Hon), Reddick, FL (153)

*clinched championship

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 11 of 11 rounds)

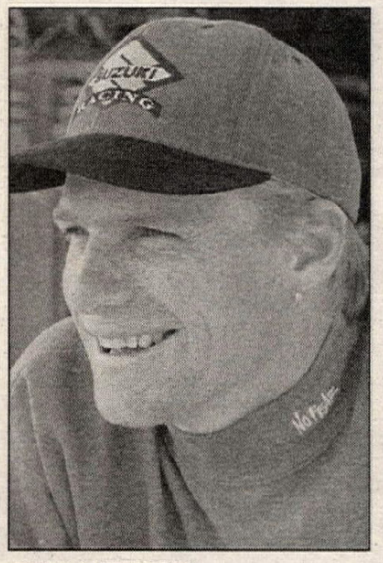
1. Mickael Pichon (Kaw), France (232/6 wins)
2. John Dowd (Yam), Chicopee, MA (207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (162)
4. Scott Sheak (Suz), Hudson, NY (137)
5. Brian Deegan (Hon), Bellevue, NE (136)
6. Tim Ferry (Suz), Palm Harbor, FL (128)
7. Cory Keeney (Yam), Oakdale, MN (109)
8. Davey Yezek (Suz), Mount Pleasant, PA (106)
9. Barry Carsten (Suz), Bayville, NJ (90)
10. Shaun Perolio (Kaw), Tampa, FL (79)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (145/5 wins)
2. James Dobb (Suz), Corona, CA (127)
3. Greg Schnell (Suz), Cucamonga, CA (97)
4. Kim Ashkenazi (Hon), Australia (79)
5. Mike Brandes (Suz), Ukiah, CA (71)
6. Casey Johnson (Kaw), Hesperia, CA (65)
7. Pedro Gonzalez (Hon), Mexico (57)
8. David Pingree (Kaw), Menifee, CA (52)
9. Jeff Willoh (Hon), Glendale, CA (46/1 win)
10. David Vuillemin (Kaw), France (45)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 2 of 13 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (100/2 wins)
2. Jeff Emig (Kaw), Riverside, CA (84)
3. Mike LaRocco (Suz), South Bend, IN (64)
4. Phil Lawrence (Kaw), Menifee, CA (33)
5. Damon Bradshaw (Yam), Mooresville, NC (29)
6. Kyle Lewis (Yam), Rosamond, CA (27)
7. Greg Albertyn (Suz), Corona, CA (26)
8. Brian Swink (Hon), Reddick, FL (26)
9. Jimmy Button (Yam), Corning, NY (25)
10. Larry Ward (Hon), Florence, SC (24)



GREG ALBERTYN

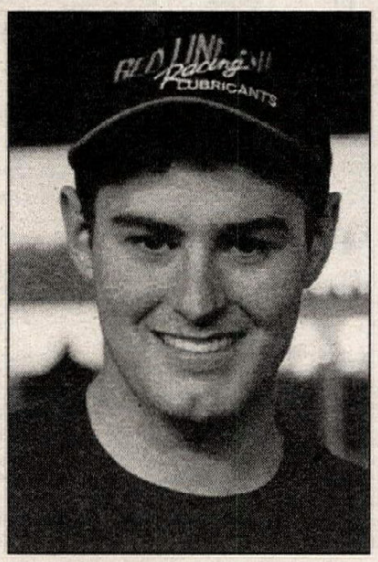
AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 2 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (97/2 wins)
2. Mickael Pichon (Kaw), France (74)
3. John Dowd (Yam), Chicopee, MA (60)
4. Casey Johnson (Kaw), Riverside, CA (52)
   James Dobb (Suz), Corona, CA (52)
6. Tim Ferry (Suz), Palm Harbor, FL (49)
7. Buddy Antunez (Kaw), Moreno Valley, CA (47)
8. Scott Sheak (Suz), Germantown, NY (46)
9. Brian Deegan (Hon), Menifee, CA (41)
10. Mike Brown (Hon), Gray, TN (38)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 2 of 24 rounds)

1. Will Davis (H-D), Goldsboro, NC (42/1 win)
2. Rich King (Hon), Waterloo, IA (30)
3. Ricky Graham (Hon), Salinas Valley, CA (29)
   Kevin Varnes (Hon), Pottstown, PA (29)
5. Scott Parker (H-D), Swartz Creek, MI (28/1 win)
6. Joe Kopp (H-D), Mica, WA (26)
7. Kevin Atherton (H-D), White Pigeon, MI (25)
8. Brett Landes (Hon), Los Gatos, CA (20)
9. Jay Springsteen (H-D), Lapeer, MI (16)
10. Georgie Price IV (H-D), Sicklerville, NJ (14)



JESS ROEDER

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 15 Rounds)

1. Mike Hacker (H-D), Prince George, VA (39/1 win)
2. Jess Roeder (H-D), Monroeville, OH (38/1 win)
3. Nate Wait (H-D), Lodi, CA (34)
4. Shaun Russell (H-D), San Jose, CA (25)
5. J.R. Schnabel (H-D), West Bend, WI (23)
6. Georgie Price IV (H-D), Sicklerville, NJ (22)
7. Scott Stump (H-D), Marion, OH (21)
8. Johnny Murphree (H-D), Paso Robles, CA (15)
9. Jay Springsteen (H-D), Lapeer, MI (13)
   Jason Fletcher (H-D), Gaylordsville, CT (13)

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 3 rounds)

1. Steve Morehead (Rtx), Findlay, OH (23/1 win)
2. Georgie Price IV (Rtx), Sicklerville, NJ (19)
3. Ricky Graham (Hon), Salinas Valley, CA (16)
4. Rich King (Hon), Waterloo, IA (15)
5. Charlie Orr (Rtx), Dallas, TX (14)
6. Roger Durkee (Rtx), Dudley, MA (13)
7. Brett Landes (Rtx), Los Gatos, CA (12)
8. Kevin Atherton (Rtx), White Pigeon, MI (11)
9. Davey Camlin (Rtx), Rock Island, IL (10)
10. Terry Poovey (Rtx), Euless, TX (9)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 3 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (59)
3. Michael Lafferty (KTM), Millville, NJ (51)
4. Kevin Hines (CRE), East Wareham, MA (50)
5. Steve Hatch (Suz), Ithaca, NY (48)
6. Matt Stavish (KTM), Blaine, MN (15)
7. Kelby Pepper (Kaw), Center, CO (14)
8. Patrick Garrahan (Kaw), Boulder Creek, CA (13)
9. Jason Dahners (KTM), Redmond, WA (12)
10. Tim Tabor (Hon), Moline, IL (11)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds)

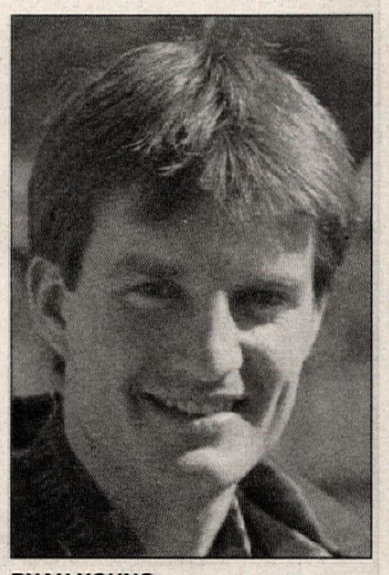
1. Greg Zitterkopf (Kaw), Chino, CA (94/1 win)
2. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
3. Paul Krause (Kaw), Irvine, CA (71)
4. Destry Abbott (KTM), Phoenix, AZ (65)
5. Jeff Capt (Hon), Glendora, CA (59)
6. Johnny Campbell (Hon), San Juan Capistrano, CA (58)
7. Donnie Book (Kaw), Gypsum, CO (44)
8. Abe Baumann (Kaw), Garden Grove, CA (42)
9. Jim Gray (KTM), Gunnison, CO (41)
10. Steve Hengeveld (Kaw), Phelan, CA (32)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (96/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (75)
3. Jason Dahners (KTM), Redmond, WA (67)
4. Eric Mashbir (Hon), Oakland, CA (41)
5. Brian Garrahan (Kaw), Boulder Creek, CA (39)
6. Cole Marshall (Hon), Boulder Creek, CA (38)
7. Patrick Garrahan (Kaw), Boulder Creek, CA (30)
   Scott Summers (Hon), Petersburg, KY (30/1 win)
   Ty Davis (Kaw), Hesperia, CA (30/1 win)
10. Rob Kopp (Kaw), Mica, WA (29)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 4 of 12 rounds)

1. Steve Hatch (Suz), Ithaca, NY (75/1 win)
2. Scott Summers (Hon), Petersburg, KY (73/3 wins)
3. Randy Hawkins (Suz), Travelers Rest, SC (62)
4. Rodney Smith (Suz), Oakley, CA (50)
5. Duane Connor (Yam), Washington, PA (49)
6. Fred Andrews (Yam), Salem, OH (46)
7. Keith Johnson (Kaw), Penbrook, MA (42)
8. Frank Keegan (Yam), Canonsburg, PA (38)
9. Ty Davis (Kaw), Hesperia, CA (38)
10. Scott Plessinger (KTM), Hamilton, OH (34)



RYAN YOUNG

AMA/NATC NATIONAL TRIALS SERIES
(After 1 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (30/1 win)
2. Ryan Young (G-G), Lexington, KY (25)
3. Olivier Clamagirand (G-G), Brea, CA (21)
4. Jess Kempkes (G-G), Lincoln, NE (18)
5. Mark Manniko (G-G), Aurora, CO (16)
6. Raymond Peters (Sco), Moreland, NY (15)
7. Mike Guns (Bet), Canada (14)
8. Matt Moore (G-G), Sapulpa, OK (13)
9. Dennis Sweeten (Bet), Salem, OR (12)
10. Ryon Bell (G-G), Canada (11)

Continued from page 11

TIME REMEMBERED

In 1984, O'Mara would win the Saddleback 125cc National after a volatile duel of death with bitter rival Jeff Ward. The two riders would doggedly chase each other around in both motos, never more than a few feet apart. As the laps wound down in the telltale second moto, the two white-clad 125cc specialists disappeared into the back section of the circuit; only O'Mara came out. It seems the two had tangled in their fight for the lead. O'Mara claimed it was just racing, Ward claimed dirty riding. In any event, at summer's end, Ward would claim the 1984 125cc National Championship.

The 250cc National would end up being another club-wielding affair, as the two most famous residents of El Cajon, Rick Johnson and Ron Lechien, were in the midst of a feud (both on-track and off) that had reached a boiling point. The two would butt heads on numerous occasions throughout their careers, but things were really seething when the circuit hit Saddleback. In another display of race-track aggression, the two young riders went at it with every block pass, brake check and cut-off move known under the sun being exchanged. When the chaos subsided, Lechien emerged the victor. Lechien won the Saddleback battle, but Johnson would go on to win the war, claiming the National Championship over his bitter rival by a scant eight points.

In the 500cc class, things were not all wine and roses, either. Glover and David Bailey were waging war in an effort to win the big-bore national championship. When all was said and done at Saddleback, it was the ultrasmooth David Bailey taking home the class win. Glover and Bailey would be at odds with each other all Summer before Bailey finally claimed the '84 500cc National Championship. As the sun set over Saddleback Park that April, it would be the last time the legendary Southern California circuit would host a world-class motocross event. Unbeknownst to anyone at the time, insurance problems and the expanding urban sprawl of Southern California were about to lay claim to the Saddleback legacy. To make matters worse, 1984 would be the last time the AMA National Motocross circuit would visit the southern half of the Golden State for eight years!

In 1991, Roger DeCoster, with the help of a number of industry supporters, brought the FIM 500cc Grand Prix class to Glen Helen Park in San Bernardino. Glen Helen, located just below the high-desert area of Southern California and the site of many CMC California Winter Series events, would provide a great backdrop for the traveling GP caravan. The inaugural Glen Helen U.S. GP was a resounding success, as over 18,000 people showed up that hot August afternoon to watch the Europeans wage war against the Americans. It was claimed that even the most grizzled and jaded motocross enthusiasts walked away from the event with smiles on their faces - comparing it to the golden days of '70s-era Carlsbad. That sweltering afternoon, Eric Geboers of Belgium beat out a stubborn Kawasaki-mounted O'Mara for the GP win.

The GP returned again in 1991, with legendary French motocross star Jean-Michel Bayle (who was then competing full time in America) taking the win. Bayle wanted to prove to the Europeans that while he left the old world without ever competing in a 500cc motocross GP, he could take the measure of them at his will. And he did. Bayle lost the first moto to American Jeff Ward after experiencing brake problems, then came back to handily win the second moto and the overall. In 1992, the U.S. GP was moved up on the schedule to take place in the much cooler and pleasant month of May (as opposed to the smoldering-hot August date it had previously run on). Bayle again had no problem covering the field, storming to three wire-to-wire moto wins (as the format then dictated). Sadly, it would be the last time the 500cc Grand Prix class would run in America as financial and political struggles with the FIM killed off the event.

In 1993, Roger DeCoster coerced the AMA into placing a Southern California National date on the already tight schedule. For the first time since 1984, an AMA National was going to be held in Southern California - albeit with a catch. The AMA wanted to "shake down" a new National race format in which only one final moto would be run to determine the winner (much like a Supercross main event). The Glen Helen National was chosen to be the venue for this experiment. Things did not go well.

First and foremost, the San Bernardino area of Southern California was smack in the middle of a gnarly heat wave that cast a stifling, mind-boggling haze of light-brown heat over the Glen Helen Park. Temperatures were in the 110-degree range all afternoon and the smoggy brown air, indigenous to the area at that time of the year, sapped energy and strength from every single competitor present. It was a miserable scene that put the entire event into an almost hypnotic state. When all was said and done, Team Honda's Doug Henry would claim the 125cc victory over a hard-charging Jeff Emig, who had experienced carburetion problems early in the moto. Henry would ultimately go on to claim the National Championship. Team Kawasaki's Mike LaRocco took the 250cc National win, his task made much easier after teammate and new National Champion Mike Kiedrowski knocked himself balmy after a nasty practice crash, thus having to sit out the National.

Southern California has been the site of many great and memorable events, and with a little bit of luck and support, will be in the years to come. Here's to hoping that the Glen Helen National is a success beyond all measure. The Southern California motocross industry and community are certainly deserving of a world-class event in their very own backyard... again. CN

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6-16 Underwood, ND

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Chip Donaho
612/451-8401
5-5 Staples, Mn
5-12 Mazeppa, Mn
5-27 Staples, Mn
6-16 Deer River, Mn
6-23 Mora, Mn
6-30 Staples, Mn

MIDWEST
Denny Bartz
309/792-5813
5-12 Salem, Il
5-26 Kahoka, Mo
5-27 Kahoka, Mo
6-23 Salem, Il
6-30 Salem, Il

NEBRASKA
Jeff Ferrin
402/572-7196
5-5 Westmoreland,Ks
5-19 Ashland, Ne
6-2 Ashland, Ne
6-16 Westmoreland,Ks

NORTHCENTRAL
Bruce Blake
616/554-8071
6-1 Buchanan, Mi
6-2 Buchanan, Mi
6-29 Rochester, In
6-30 Rochester, In

NORTHWEST
Jannice McAlister
208/667-7905
5-5 Richland, Wa
5-19 Connell, Wa
5-26 Spokane, Wa
6-2 Onalaska, Wa
6-29 Port Angeles,Wa

OHIO
Jeff Sanders
216/262-4945
5-11 Malvern, Oh
5-19 Malvern, Oh
6-1 Malvern, Oh
6-9 Malvern, Oh
6-22 Malvern, Oh

TENNESSEE
Rick Lytton
615/537-3776
5-25 I-40, Tn
6-8 I-40, Tn
6-29 I-40, Tn

GEO/FLORIDA
Jeannie Carmichael
904/539-4492
TBA

OZARK
Joe Harris
918/254-1661
5-11 Springfield,Mo
5-19 Springfield,Mo
5-27 Little Rock, Ar
6-2 Ft. Smith, Ar

ROCKY MTN.
Jim Harmon
303/922-6964
6-2 Cheyenne, Wy
6-9 Colo.Springs,Co
6-16 Pueblo, Co
6-23 Berthoud, Co
6-30 Colo.Springs,Co

SOUTHWEST
Clyde Buckelew
505/822-9170
4-28 Albuq, NM
5-19 Albuq, NM
6-23 Albuq, NM

SILVER STATE
Robert Hansen
702/267-4392
5-19 Carson City,Nv
6-7 Carson City,Nv
6-14 Carson City,Nv
6-21 Carson City,Nv

TEXAS
Van Weygandt
214/667-6107
4-20 Houston, Tx
5-4 Whitney, Tx
5-17 Mosier Vly,Tx
6-8 Burleson, Tx

WYOMING
Tim Stafford
307/682-0506
5-5 Lusk, Wy
5-12 Gillette, Wy
5-26 Laramie, Wy
6-16 Casper, Wy

NEW ENGLAND
Dave Veracka
508/584-1451
5-25 Derby, Vt
5-26 Derby, Vt
6-1 S.Berwick,Me
6-16 S.Berwick,Me

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80 Stk. 12-13
80 Mod. 12-13
80 Stk. 14-16
80 Mod. 14-16
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125 Mod. Beg.
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125 Mod. Nov.
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125 Mod. Pro
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250 Mod. Nov.
250 Stk. Inter.
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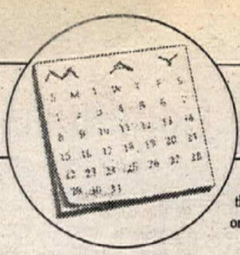


CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
5/12 Jerez, Spain, Rnd 4
5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
5/12 Hockenheim Germany, Rnd 3
6/16 Monza, Italy, Rnd 4
6/30 Brno, Czech Republic, Rnd 5
7/21 Laguna Seca, USA, Rnd 6
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
5/12 Lictenvoorde, Netherlands, Rnd 4
5/19 Kapsovar, Hungary, Rnd 5
6/2 Halim Jacarta, Indonesia, Rnd 6
6/16 Cussac, France, Rnd 7
6/23 Foxhill, England, Rnd 8
7/7 Nismes, Belgium, Rnd 9
7/14 Maribor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
6/2 Tibro, Sweden, Rnd 7
6/16 Heinola, Finland, Rnd 8
6/23 Foxhill, England, Rnd 9
7/14 Maracay, Venezuela, Rnd 10
7/28 Borgo Magg., San Mar., Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Swtzrld, Rnd 14

World C'ship 500cc MX Series
5/12 Arganil, Portugal, Rnd 4
6/2 Sverepec, Slovakia, Rnd 5
6/16 Leirop, Netherlands, Rnd 6
6/30 Kramolin, Czech Republic, Rnd 7
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lxmbrg, Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World Championship Trials Series
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
5/18 Wroclaw, Poland, Rnd 1
6/1 Lonigo, Italy, Rnd 2
7/1 Pocking, Germany, Rnd 3
8/10 Linkoeping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix
5/12 Bauge, France
6/16 Jinin, Czech Republic
7/14 Rijkevorsel, Belgium
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA Grand National Championship Series
5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 Dallas, TX, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 East Moline, IL, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/22 Sedalia, MO, Rnd 5
7/6 Lake Odessa, MI, Rnd 6
7/14 Du Quoin, IL, Rnd 7
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Supercross Series
5/18 Denver, CO, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series
5/12 San Bernardino, CA, Rnd 4
6/8 Boise, ID, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
5/17-19 Homestead, FL, Rnd 4
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 11

North American Sport Bike Series
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
6/23 West Greenwich, RI, Rnd 5
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3

AMA National Championship Hare Scrambles Series
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-8/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
5/19 Middlebury, IN, Rnd 1
6/2 Jefferson, PA, Rnd 2
6/9 Freemansburg, PA, Rnd 3
6/16 Avoca, NY, Rnd 4
6/23 Danville, WV, Rnd 5
8/10 Haydenville, OH, Rnd 6
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series
5/31-6/1 Ensenada, BC, Mexico
10/8-10 Baja Calif., Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
6/29-30 Mount Olive, IL, Rnds 2 & 3
7/6-7 Jasper, TN, Rnds 4 & 5
8/24-25 Donner, CA, Rnds 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

Championship Cup Series

Florida Region
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL

8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
5/18-19 Mount Meridian, IN
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region
6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA Nat'l Challenge Series
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA Nat'l Endurance Series
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
5/11 Talladega, AL, Rnd 10
5/18 Mount Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Faulkville, GA, Rnd 13
* 6/2 College Station, TX, Rnd 14
6/7-9 Hallett, OK, Rnd 15
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
5/11-12 Mount Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
5/11 Mount Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional Motocross Series
5/11 Putnam Park, IN
5/18 Collins, MO
5/26 Lamoni, IA
6/2 Fredonia, KS
6/15 Grattan, MI
6/29 Peoria, IL
7/14 Mitchell IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional Motocross Series
6/23 Eugene, OR
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
5/17 Hanford, CA, Rnd 4
5/18 Hanford, CA, Rnd 5
7/14 Brentwood, CA, Rnd 6
7/19 Quincy, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA C'ship Enduro Series
6/2 Wrentham, MA
6/9 Somers, CT
6/23 W. Greenrich, RI
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
5/12 Fishouse, NY
5/19 Chepachet, RI
6/16 Thomaston, CT
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
5/19 W. Greenwich, RI
6/8-9 Loudon, NH
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
5/11 Fishouse, NY
6/15 Thomaston, CT
6/22 Southampton, NA
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
5/19 Clanton, AL
6/2 Laurel, MS
6/16 Fort Polk, LA
6/30 Goodman, MS
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
5/19 Columbus Junction, IA
6/2 LaSalle, IL
6/8-9 Wichita, KS
6/16 Indianapolis, IN
6/23 Sedalia, MO
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Lexington, OK
10/14 Del Mar, CA
Info 918/836-6999

SETRA C'ship Enduro Series
5/19 Clanton, AL
Info 910/712-0605

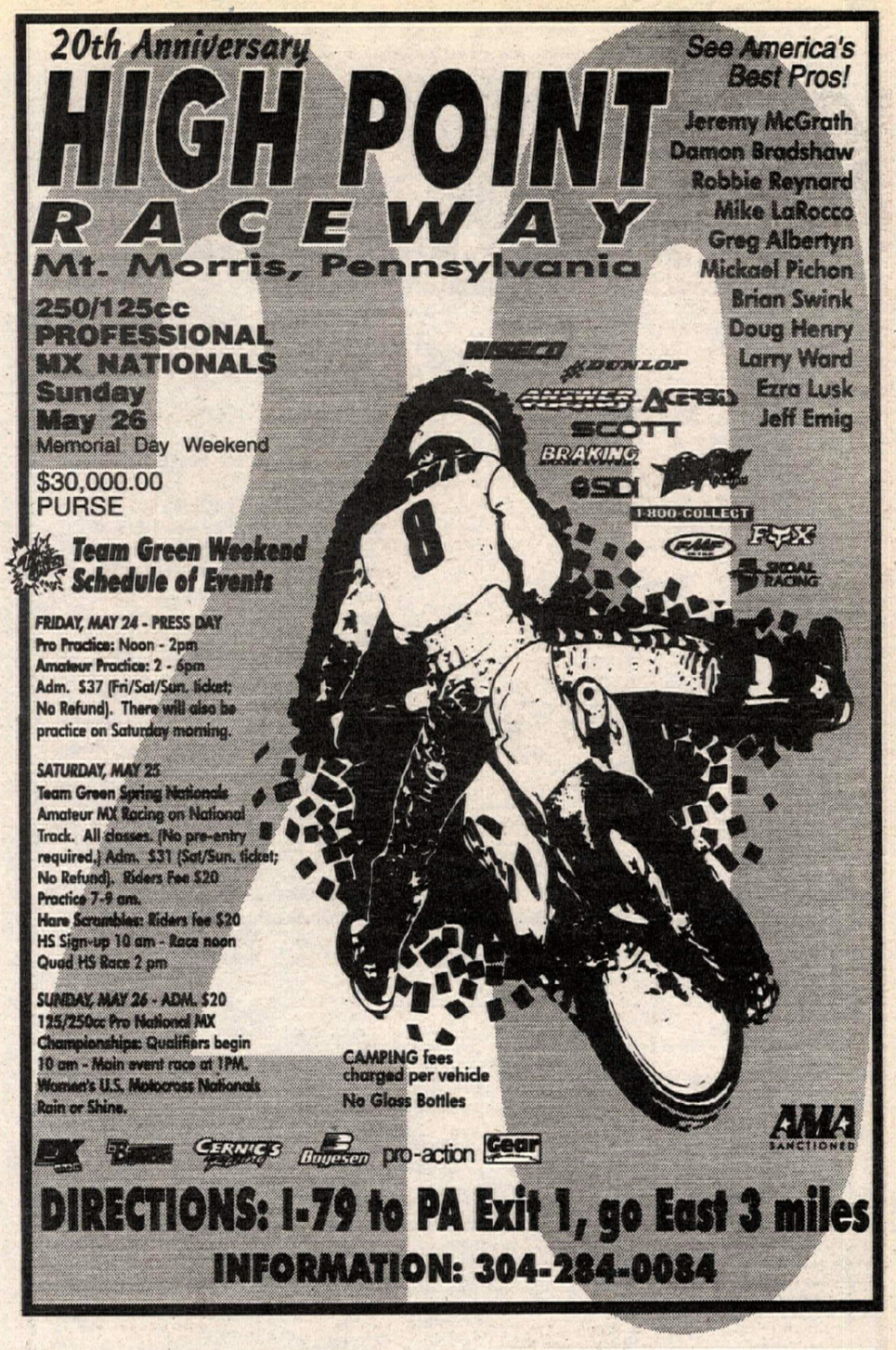
Black Jack Enduro Circuit
5/19 Flatriver, MO
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

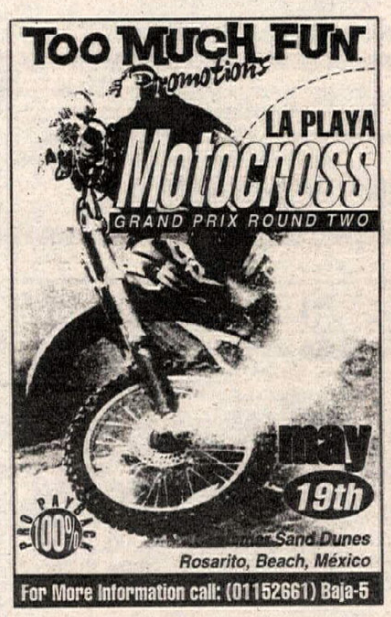
RMEC C'ship Enduro Circuit
5/26 Limon, CO
6/9 Buena Vista, CO
6/23 Upton, WY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
5/11 Phoenix, AZ
6/22 Palmdale, CA
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
9/21 Montreal, Quebec
Info 416/363-9035

EARA 50cc-80cc Atlantic Cup Series
6/1 Bedford, PA
6/16 Hampton, VA





CRC California Race Schedule

100% PRO PAYBACK

Sun., May 12	No Race	
Sun., May 19	CRC MX - Dunestown	Perris
Sun., May 26	CRC MX - Dunestown	L.A.C.R.
Mon., May 27	CRC GP - "Dunestown G.P."	L.A.C.R.
Sat., June 1	CRC MX- Night Race	L.A.C.R.

Wed. Practice 4p.m. - 9p.m. • Sat. Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

Motowest Racing Ent.

Fri., May 10	Friday Night MX	Club Moto, Livermore, CA
Sat., May 25	MX Practice	Hollister Hills, CA
Sun., May 26	1996 Motowest/Parts Unlimited Memorial Day C'Ship 1996 NMA Ponca City Qualifier #1	Hollister Hills, CA
Mon., May 27	1996 NMA Ponca City Qualifier #2	Hollister Hills, CA

AMP AMP
(408) 238-8208 (415) 587-8678

GLEN HELEN RACEWAY PARK
AMA CALIFORNIA AMA
STATE MX CHAMPIONSHIP
OCT. 19-20
24 Hr. Info: 909-880-3090

MOTOWEST RACING PRESENTS

150% Pro Payback

MAY 25, 26, 27, 1996

100% Trophies All Classes

THE 4TH ANNUAL

PARTS UNLIMITED MEMORIAL DAY MOTOCROSS CHAMPIONSHIPS

"1996 NMA Ponca City National Qualifiers" Hollister Hills, CA "GP Track"

Event Activites

- Holeshot Awards
- Trivia Contests
- Special Videocross Series
- Free BBQ with Ice Cream Sundaes for the Kids
- Sponsors Contingency Products Including Championship Trophies

1st Place - 4' Trophy and #1 Plate
2nd Place - 3 1/2' Trophy
3rd Place - 3' Trophy
Champions to be crowned from two day points total.

Schedule of Events

Saturday	**Practice**
Sunday	**NMA Qualifier #1**
Monday	**NMA Qualifier #2**

Entry Fees

NMA-AMP Members
One Day Pre-Entry $25.00 • Post Entry $30.00
Non-Members
Pre-Entry $30.00 • Post Entry $35.00
NMA-AMP Members
Two Day Pre-Entry $40.00 • Post Entry $50.00
Non Members
Pre-Entry $50.00 • Post Entry $60.00
Saturday Practice *(No Pee-Wees)* **$15.00**
Pee Wees Run On Race Day Only
Info: (408) 238-8208 or (415) 587-8678

Gates Open	**6:00am**
Practice	**8:00am**
Gate Fee:	**$7.00 Daily**

Or Purchase A Special $10.00 Weekend Pass
Overnight Camping Available at Track

Oakdale Motorsports · All American Cycles · G.P. Sports · Mike Taylor Designs · Dunlopad Mud-Off · Factory Concepts · Moto-vated Products · JN Innovations · Edge Sports · Pro-Grip · Rock-Oil · Wiseco · Merced Powersports · San Jose Yamaha

FREE BBQ with Each Pre-Entry

Please print and send to: Motowest Racing 3315 San Felipe Rd. #114, San Jose, CA 95135 Info: (408) 238-8208

1996 Motowest Racing 4th Annual Memorial Day Motocross Championships Event Entry Form

Name _____ Birthdate _____ Riding # _____

Address _____ Apt# _____ Age _____

City _____ State _____ Zip _____ Tel (___) _____

Please Circle Pee-Wee Classes wishing to enter: 50 Stk Beg 50 Stk Nov. 50 Open-Mod

M/C Brand _____ Please Circle Bike Engine Size: 60cc 80cc 125cc 250cc 500cc

Please Check Rider Classification:

☐ Beginner ☐ Intermediate ☐ Master ☐ Women ☐ +30
☐ Novice ☐ Pro ☐ Vet ☐ 4-Stroke ☐ +35
☐ OTHG ☐ +25 ☐ +40

RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT

WARNING: Motorcycle racing/riding is **DANGEROUS.** Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition!

(Sign in Ink) Participant Signature _____ Date _____

(Sign in Ink) Parent of Guardian Signature _____ Date _____

* YOU MAY PHOTO COPY THIS ENTRY FORM FOR MULTIPLE CLASS ENTRIES.

SPEEDWAY RACING

Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

May 10 Mother's Day Mayhem! Mom's with kids $4.00 Speedway, Sidecars and Midgets
May 17th Speedway/Sidecars - Offshore powerboat display with Bruce Penhall & Dennis Sigalos
May 24th KLOS Fox Night (All Skirts Free!!) Speedway, Sidecars and Midgets

Third Annual GARTRA

CHATTAHOOCHEE DUAL SPORT

TWO DAY
June 15-16, 1996
Suches, Georgia
AMA SANCTIONED
100 RIDER LIMIT

- 100+ Miles/Day
- Easy/Expert loops
- Lunch served daily
- Camping permitted
- Quiet, Street Legal Machines Only

For More Info and Entry Forms
Call Ron at (770) 971-9273

FLAT TRACK RACES

AMA Short Track **May 17th**

Pro Am 250	$100 to win!
Pro Am 600	$100 to win!
Expert 600-Open	$300 to win!

Also Vintage & Amateurs

AMA Half Mile **May 18th**

Pro Am 250	$100 to win!
Pro Am 600	$100 to win!
Expert 600-Open	$600 to win!

Plus Bonus and Dash for Cash!
Also Vintage & Amateurs

Missoula Montana Fairgrounds
Motorsports of America 800-544-8714

Tell them you saw it in
CYCLE NEWS

Rainbow Motocross Racing presents

"Mini Mania"

Sunday, June 2, 1996
Rainbow Cycle Park,
San Jacinto, CA

Classes:
50's (ages 4-6, 6-8)
60's (ages 0-8, 9-11)
Super Pee Wee (ages 0-8)
80's (ages 9-11, 12-13, 14-16)
Super Mini (ages 0-16)
School Boy 125 (ages 0-16)

For more information call
(909) 654-5020

AMP Racing
Mechanix Wear/FMF/Yamaha of Modesto
1996 Topgun Shoot-out

Round #1 Sat., June 1 Chowchilla Fairgrounds, Chowchilla, CA
Round #2 Sat., June 8 Chowchilla Fairgrounds, Chowchilla, CA
Gates Open 4:00 p.m. • Racing Begins 6:00 p.m.
Info: (209) 541-0860 (408) 238-8208

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

7/7 Hampton, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
5/19 Rosarito, BC, Mex.
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthound, CO
6/30 Colorado Springs, CO
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National Supercross Series
5/11 Greeley, CO
5/18 Grand Junction, CO
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/US Women's MX League Outdoor Championship Series
5/25-26 Mount Morris, PA
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
6/2 TBA
6/23 Williamsport, PA
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/ 775-7209

FTA Trials Championship Series
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
5/19 Sterling, KS
6/2 Marion, KS
6/16 Hillsboro, KS
6/23 Sterling, KS
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA Grand National C'ship Qualifiers Series
Western 1
5/19 Moreno Valley, CA
6/2 Moreno Valley, CA
6/16 Moreno Valley, CA
Western 2
5/26 Hollister, CA
5/27 Hollister, CA
6/9 Monterey, CA
6/14 Livermore, CA
6/22 Chowchilla, CA
6/28 Livermore, CA
Appalachian
6/23 Delmont, PA
Arizona
5/18 Eloy, AZ
5/25 Phoenix, AZ
6/1 Eloy, AZ
6/8 Phoenix, AZ
6/15 Eloy, AZ
6/29 Phoenix, AZ
Carolinas
5/5 Blountville, TN
5/26 Hendersonville, NC
Central
5/26 Great Bend, KS
5/27 Great Bend, KS
6/9 Great Bend, KS
Cimarron
5/12 Oklahoma City, OK
5/26 Welch, OK
6/2 Oklahoma City, OK
6/9 Oklahoma City, OK
6/30 Welch, OK
Dixie
5/12 Baldwin, MS
5/19 Somerville, TN
Eastern
5/19 Hanover, PA
5/26 Budds Creek, MD
6/5 Budds Creek, MD
Finger Lakes
5/12 Clifford, PA
5/19 Binghamton, NY
6/2 Clifford, PA
6/16 Clifford, PA
Dakotas
5/19 Donnybrook, ND
6/2 Bismarck, ND
6/8 Arvilla, ND
6/9 Arvilla, ND
6/16 Underwood, ND
Midwest
5/12 Salem, IL
5/26 Kahoka, MO
5/27 Kahoka, MO
6/23 Salem, IL
6/30 Salem, IL
Nebraska
5/19 Ashland, NE
6/2 Ashland, NE
6/16 Westmoreland, KS
Northcentral
6/1 Buchanan, MI
6/2 Buchanan, MI
6/29 Rochester, IN
6/30 Rochester, IN
Northwest
5/19 Connell, WA
5/26 Spokane, WA
6/2 Onalaska, WA
6/29 Port Angeles, WA
Ohio
5/11 Malvern, OH
5/19 Malvern, OH
6/1 Malvern, OH
6/9 Malvern, OH
6/22 Malvern, OH
Ozark
5/11 Springfield, MO
5/19 Springfield, MO
5/27 Little Rock, AR
6/2 Fort Smith, AR
Rocky Mountain
6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthoud, CO
6/30 Colorado Springs, CO
Southwest
5/19 Albuquerque, NM
6/23 Albuquerque, NM
Silver State
5/19 Carson City, NV
6/7 Carson City, NV
6/14 Carson City, NV
6/21 Carson City, NV
Texas
5/17 Mosier Valley, TX
6/8 Burleson, TX
Viking
5/12 Mazeppa, MN
5/27 Staples, MN
6/16 Deer River, MN
6/23 Mora, MN
6/30 Staples, MN
Wyoming
5/12 Gillette, WY
5/26 Laramie, WY
6/16 Casper, WY
Georgia/Florida
TBA
Tennessee
5/25 I-40, TN
6/8 I-40, TN
6/29 I-40, TN

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA Nat'l MX Finals
10/4-6 Branson, MO
Info 909/657-6834

GNC Texas Series
5/19 Euless, TX
Info 817/694-2901

AMA MX Mega Series
5/18-19 Blountville, TN
6/9 Blountville, TN
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX

10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
5/18-19 Pioche, NV
6/16 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

AHRMA Golden State Vintage MX Series
5/19 Madera, CA
6/2 Madera, CA
6/16 Madera, CA
6/30 Madera, CA
7/14 Madera, CA
8/4 Madera, CA
9/8 Madera, CA
9/22 Madera, CA
10/6 Madera, CA
11/17 Madera, CA
Info 209/661-0706

WSMC Road Race Series
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
5/11-12 Boise, ID
5/25-26 Richland, WA
6/1-2 Edmonton, AB, Canada.
6/29-30 Duncan, Canada.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
5/18 Myrtle Beach, SC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
5/18-19 Gorman, CA
5/25-26 St. George, UT
* 6/8-9 Lake Isabella, CA
6/16 Montrose, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
*11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
*National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
5/19 Conifer, CO
6/9 Salida, CO
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West Nat'l MX Series
5/17-18 Salt Lake City, UT
6/1-2 Elko, NV
6/22-23 Boise, ID
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series
5/12 Stanhope, NJ
5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 West Greenwich, RI
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

C'ship Hare Scrambles Series
5/19 Belleplain, NJ
6/9 Woodland Twp., NJ
6/30* Berkshire, NY
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
6/16 Brandonville, PA
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
5/25-26 Exeter, RI
6/9 Chepachet, RI
6/22-23 Ossippee, NH
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
5/18-19 Dixon, TX
6/8-9 Carrolton, KY
7/6-7 Jasper, TN
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

U.S. Eastern Pro-Am MX Spring Series
5/12 Wytheville, VA
5/19 Danville, VA
5/26 Elizabeth City, NC
6/2 Axton, VA

Hammerhead Grand Championship Series
7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
5/19 Surry, VA
5/26 Rural Retreat, VA
6/9 Ivor, VA
6/23 Pulaski, VA
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Series
5/12 Central Village, CT
5/19 Southwick, MA
5/26 Greene, ME
5/27 Greene, ME
6/2 Middleboro, MA
6/9 Central Village, CT
6/16 Southwick, MA
6/30 Southwick, MA
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series
7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
5/12 Peublo, CO
6/2 Mead, CO
6/16 Denver, CO
6/30 Denver, CO
7/14 Mead, CO
7/20 Mead, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
5/25-26 Fernly, NV
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
6/9 Glen Helen, CA
7/TBA Washougal, WA
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVega, NV

Metropolitan Sports Committee Spring Series
5/12 Modena, NY
5/19 Claverack, NY
5/26 Modena, NY
6/2 Monticello, NY
6/9 Modena, NY
6/16 Monticello, NY
6/30 Modena, NY
7/7 Monticello, NY
7/14 Modena, NY

Metropolitan Sports Committee Fall Series
7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
6/8 Perris, CA
*6/15 Perris, CA
6/22 Perris, CA
*7/13 Perris, CA
7/20 Perris, CA
*7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
*8/17 Perris, CA
8/24 Perris, CA
* **8/31 Perris, CA
*Yamaha & **Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series South
9/8 Perris, CA
*9/15 Perris, CA
*9/29 Perris, CA
*10/6 Perris, CA
*10/27 Perris, CA
*Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

GFI/Team Green Youth World Championships
*7/6 Perris, CA
*7/7 Perris, CA
*Kawasaki contingency available

Northeast MX Classic Series
5/19 Binghamton, NY, Rnd 1
6/1-2 Clifford, PA, Rnd 2
6/9 New Berlin, NY, Rnd 3
6/30 Englishtown, NJ, Rnd 4
7/28 Walden, NY, Rnd 5
TBA Rnd 6

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4:30 pm - 9:30 pm
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Minis Only!
4:30 pm - 9:30 pm
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All Bikes
9:00 am - 2:00 pm
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CMA
(209) 673-8080
GFI Racing North
MX Practice Every Saturday, Little Okie, Madera
1996 CMA/GFI Spring Trophy MX Series
Fri., May 10 Little Okie, Madera, CA - Round 5 (Night Race)
Fri., May 17 Little Okie, Madera, CA - Round 6 (Night Race)
CMA Bounty Hunter MX Series
Sat., May 11 Las Bonas Round 1 (Night Race)

GLEN HELEN
MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM Till 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO:
(909) 880-3090
Sat., May 11th AMA Chaparral Amateur Motocross
Sun., May 12th Shoei AMA 125/250cc National MX
Sun., May 19th Yamaha Dealer Series MX Rd. #1
Shoei AMA 125/250cc Nat'l Motocross - May 12th
Chaparral AMA Amateur Motocross - May 11th

GNC Texas Series
May 19, 1996
Mosier Valley
Euless, Texas
Call: 817-694-2901
GNC MOTOCROSS

GFI RACING (909) 653-4042
A Rider For the Riders
Sat., May 11 No racing/riding in support of the MX Nat'l Perris
May 13 & 14 Fire/Police Nationals (Mon. & Tues.) Perris
Sat., May 18 GFI Saturday Practice (8:00a.m. - 1:00p.m.) Perris
Sun., May 19 CRC MX with Old Timers Club Perris
Sat., May 25 GFI Saturday Practice (8:00a.m. - 1:00p.m.) Perris

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Roadracing Association of Motocycles C'ship Series
5/12 Coos Bay, OR
5/26 Coos Bay, OR
6/9 Coos Bay, OR
6/29 Coos Bay, OR
7/7 Coos Bay, OR
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Spring MX Series
5/12 Spring Valley, OH
5/26 Amherst, OH
6/16 Ohio International,OH
6/23 Lightning, OH

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
6/9 Malvern, OH
6/23 Lightning, OH
6/30 Spring Valley, OH
7/14 Pymatuning, OH
7/21 Amherst, OH
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
5/26 Cable Creek, OH
6/16 Salem, OH
7/14 Lightning, OH
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
5/17 Missoula, MT
5/18 Missoula, MT
5/31-6/2 Cour d'Alene, ID
6/28-29 Kalispell, MT
6/30 Cedar Rapids, IA
7/14 Casper, WY
8/3 Afton, WY
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
6/8-9 Lake Isabella, CA
7/7-12 Redding, CA
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
5/25-26 Quebec, Canada
6/8-9 Alberta, Canada
6/29-30 Ontario, Canada
7/6-7 Quebec, Canada
7/20-21 N.S., Canada
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM C'ship
5/20 Ontario, Canada
6/22-23 Quebec, Canada
6/29-30 Ontario, Canada
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern C'ship Enduro Series
5/19 Clanton, AL
6/23 West Greenwich, RI
7/7 New Straitsville, OH
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

Sunstar Sprockets Spring Classic MX Nationals
South
5/19 Ramona, CA
North
5/18 Marysville, CA
5/26 Chico, CA
Final Showdown
6/1-2 Gorman, CA
Info 714/367-1141

FMF Pac-West MX Nationals
6/8 Albany, OR
6/9 Albany, OR
6/15 Richland, WA
6/16 Richland, WA
6/22 Raymond, WA
6/23 Raymond, WA
6/29 Port Angeles, WA
6/30 Port Angeles, WA
Info 714/367-1141

CMC Trans-Cal MX Nationals
South
9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA
North
9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA
Pac-Northwest
8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR
Final Showdown
11/9-10 Gorman, CA
Info 714/367-1141

ECEA Hare Scrambles
5/19 South Jersey, NJ
6/30 Speedsville, NY
7/30 RORR, Easter PA
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro
5/12 Stanhope, NJ
5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 W. Greenwich, RI
7/7 Hobie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

E.E.A. Eastern Championship Enduro Series
5/19 Clanton, AL, Rnd 3
7/7 New Straitsville, OH, Rnd 4
8/11 Roselawn, IN, Rnd 5
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Motowest/The Parts Unlimited 4th Annual Memorial Day MX Championship
5/25-27 Hollister, CA
Info 408/238-8208 or 415/587-8678

Daniels Ridge Supercross
5/11 Taylorsville, NC
5/25 Taylorsville, NC
6/8 Taylorsville, NC
6/22 Taylorsville, NC
7/6 Taylorsville, NC
7/27 Taylorsville, NC
8/3 Taylorsville, NC
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle Association Enduro Series
5/19 Gold Bar, WA
7/6 Capiol Forest, WA
9/22 Capiol Forest, WA
9/28 Walker Valley, WA
10/27 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle Association Off-Road Series
6/15 Bellingham, WA
6/16 Bellingham, WA
8/4 Hannigan, WA
9/7 TBA
10/6 Rimrock, OR
10/13 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing Association Endurance
6/1 Manitoba, Canada
7/13 Manitoba, Canada
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing Association Sprint Races
6/2 Manitoba, Canada
7/14 Manitoba, Canada
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble Championship Series
5/19 Owenton, KY
7/14 Bedford, KY
8/11 Owenton, KY
9/15 Bedford, Ky

Lone Star MX Spring Series
5/12 Greenville, TX
5/26 Tyler, TX
6/2 Highlands, TX
6/9 Covington, TX
6/23 Fort Worth, TX
6/30 Tyler, TX
Info 903/882-4215

MAY

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

***Denotes Pro Payback**

Wed, May 8

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, May 10

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 5, Little Okie, Madera. Info: 209/673-8080.

*CALIFORNIA NIGHT MOTOCROSS - Club-Moto, Motowest Racing, Livermore. Info: 408/238-8208 or 415/587-8678.

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions Presents, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

* CALIFORNIA SUPERCROSS - B & L Racing Promotions. Sacramento, Raceway Park. Info: (916) 483-6548 or 916/682-6123.

* MICHIGAN MOTOCROSS - Nicholsons $100,000 Challenge Series. MRA, Milan Cycle City. Milan. Info: 313/289-2100 or 313/439-7735

* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.

OHIO MOTORCYCLE RACING - Pro/Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

May 11-12

CALIFORNIA MOTOCROSS - AMA, amateur day - Sat, 125/250cc National - Sun, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

MICHIGAN MOTOCROSS - Baja Acres, Loretta Lynn qualifier, Millington. Info: 517/871-3356.

TENNESSEE DRAG RACE - AMRA, National, 1/4 mile, Memphis International Dragway, Memphis. Info: 708/250-0838.

* UTAH MOTOCROSS - Rebel Racing, Spring Series. Cedar Raceway, Cedar City. Info: 702/631-6848

Sat, May 11

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

* ALABAMA SUPERCROSS - Southern Dirt Promotion. Tuskegee. Info: 334/724-0722 or 265-8298.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter MX Series, Rnd. 1, Las Bonas. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - Racing in the Redwoods -Spring Series. Phillipsville. Info: 707/943-3029.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA SUPERCROSS - SoCal Supercross Series. Lancaster, Antelope Valley Fair Grounds. Info: 805/942-7880

* CALIFORNIA MOTOCROSS - Motorsports Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

* CALIFORNIA DIRT FLAT-TRACK - San Diego Flat Track Ass'n. Baron Speedway, San Diego. Info: 619/277-2743.

* COLORADO SHORT TRACK & TT - Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.

COLORADO SUPERCROSS - SRAC/E&M, Greeley. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

GEORGIA MOTORCYCLE DRAG RACING - '96 E.T. Pro Bike Series. Dallas, Southeastern Dragway. Info: 770/445-2183.

MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Springfield. Info: 310/868-8112

* MONTANA MOTOCROSS RACES - NMA Qualifier, Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA HARE SCRAMBLE - Radersburg Desert Scrambles Boxer Bash. Big Rock Motorsports, Helena. 406/442-2698

NEW YORK ENDURO - NETRA, Junior Enduro Championship Series, Catra Jr., Fishouse. Info: 203/875-5757.

* NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.

* NORTH CAROLINA SUPERCROSS - N.A.M.E. Super Cross night series. Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SHORT TRACK - Scotty Brown International Racing, Season Opener, Bear Creek Speedway, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006

OHIO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Malvern. Info: 310/868-8112 .

OHIO MOTOCROSS - AMA Dist. 11. Springfield. Info: 513/324-2452.

* OHIO SHORT TRACK - Honda Hills, Linnville (Thornville). Info: 614/323-3766

* PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross. Newburg. Info: 717/249-6036.* SOUTH PENNSYLVANIA MOTOCROSS - AMA/Cross Country Championships, Brownsville. Info: 304/284-0084.

CAROLINA MOTOCROSS - Motocross, Hardeeville, South Carolina, night. Info: Ron Twilley, 912/427-9674 or Leland Prewitt, 912/236-7042.

WASHINGTON LADIES TRAIL RIDE - Northwest Motorcycle Ass'n. Tahuya State Forest. Belfair. Info: 360/438-3976.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club Inc., Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, May 12

ARIZONA MOTOCROSS, Cerbat Motosports, Cerbat Motosports Park, Kingman. Info: 520/757-7438.

CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Salem. Info: 310/868-8112.

KENTUCKY MOTORCYCLE SUPERCROSS - Hillbilly Raceway, Hatfield. Info: 606/353-4740

MINNESOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Mazeppa. Info: 310/868-8112

MISSISSIPPI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Baldwin. Info: 310/868-8112

NEBRASKA SPRING SERIES, Dirt World Promotions, AMC, Montrose Moto-X Park, Raeford Info: 919/554-4467.

NEW YORK HARE SCRAMBLES - NETRA, Catra, Fishouse. Info: 203/875-5757.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Yamaha Contingency, Walden Playboys M.C., Walkill. Info: 914/561-2126.

* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK SHORT TRACK - Square Deal Riders, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

OHIO ENDURO - AMA/District 11 & 15, Londonderry. Info: 614/775-4694

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLES, CRA Sanctioned, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

* OKLAHOMA MOTOCROSS - AMA Rules, Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OKLAHOMA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Oklahoma City. Info: 310/868-8112

* ONTARIO, CANADA MOTOCROSS - MRA, Leamington Raceway. Leamington, Ontario Canada. Info: 519/326-3447 or 313/289-2100

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

PENNSYLVANIA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Brownsville City Park, Brownsville. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290 or 607/648-4997

PENNSYLVANIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Clifford. Info: 310/868-8112

PENNSYLVANIA SCRAMBLES - Semi-pro/Y, E. PA Piston Poppers, Parkesburg. Info: 610/269-3661.

SOUTH CAROLINA YSR ROAD RACING, Smoky Mountain Mini Roadrace Assoc., Columbia. Info: 423/929/9402.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern Pro-Am Motocross Spring Series, Danville. Info: 804/836-3633

WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North Amer. A Classes, Clubgroungs, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS-HPMA/Powder Basin Motocross Club, Gillette. Info: 307/682-0849.

WYOMING MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Gillette. Info: 310/868-8112

Tue, May 14

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, May 15

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: *916/363-2653.

May 17-19

CALIFORNIA DIRT TRACK, MOTOCROSS & SHOW - AMA/AHRMA/Vintage Cycle Promotions, 28th Annual Vintage Cycle Rally Motorcycle Parts Exchange, Antique Motorcycle Show, with Regional TT Racing, National Dirt Track Racing, Kings Fairgrounds, Hanford. Info: 805/733-1137.

Fri, May 17

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 6, Little Okie, Madera. Info: 209/673-8080.

* CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Chico. Info: 916/347-6686.

* MICHIGAN MOTOCROSS - Nicholsons $100,000 Challenge Series. MRA, Milan Cycle City. Milan. Info: 313/289-2100 or 313/439-7735

MONTANA SHORT TRACK - AMA/Motorsports of America, Western Montana Fairgrounds, Missoula. Info: 800/544-8714.

* OHIO MOTOCROSS - Non-sanctioned. Broken Spokes, New Philadelphia. Info: 330/339-9265

OHIO MOTORCYCLE RACING - Pro/Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

TEXAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Mosier. Info: 310/868-8112

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

May 18-19

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Eloy. Info: 310/868-8112

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* CALIFORNIA MOTOCROSS - Motorsports Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

ILLINOIS TRIALS - Rock River Rider M.C., Rock River Riders Clubgrounds, Polo. Info: 815/232-2731.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-8916

NEVADA HARE & HOUND - MRAN/SNDR, Pioch. Info: 702/431-1080.

MONTANA FLAT TRACK SERIES - Missoula. Info: 800/544-8714 (U.S.), or 817/683-6410 (Canada)

OREGON ROAD RACE - Oregon Motorcycle Roadracing Ass'n, Portland. Info: 503/221-1487.

OREGON OFF ROAD - OMRA/Mount Scott, TeePee Run, non-points event, Mount Hood. Info: 503/678-2779.

PENNSYLVANIA DUAL SPORT - AMA/Durty Dabbers, Dual Sport Trail Ride Series, Mill Hall. Info: 717/726-6674.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Ass'n, Dickson. Info: 615/273-2255

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Suzuki Eastern Continental Championship, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

TEXAS DRAG RACE - AMRA, 1/4 mile, Cordova Dragway Park, Cordova. Info: 708/250-0838.

TEXAS RELIABILITY ENDURO - AMA/Trail Riders of Houston, National Championship Series, New Waverly. Info: 713/444-1542.

UTAH MOTOCROSS - Wild West Nationals, Wild West, Salt Lake City. Info: 801/972-5074.

Sat, May 18

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter MX Series, Rnd. 2, Las Bonas. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - CMC/Spring Series Rnd. 3, Marysville Youth Park. Info: 916/695-2727.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA MOTOCROSS - Motorsports Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

* CALIFORNIA MOTOCROSS - SSC/MX: Castaic Brick Spring Nails. Round 2. Hungry Valley MX, 805/294-0020

* CALIFORNIA SUPERCROSS - SoCal Supercross Series. Lancaster, Antelope Valley Fair Grounds. Info: 805/942-7880

COLORADO SUPERCROSS - SRAC/Extreme, Grand Junction. Info: 800/242-6581.

* CALIFORNIA MOTOCROSS - Over The Hill Gang. Final Round, OTHG mini-series. Rainbow II. San Jacinto. 310/864-6875.

COLORADO AMA SUPERCROSS FINALS - AMA/PACE SRO. Mile High Stadium. Info: 303/830-TIXS

GEORGIA MOTORCYCLE DRAG RACING - '96 E.T. Pro Bike Series. Dallas, Southeastern Dragway. Info: 770/445-2183.

* ILLINOIS STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 af ter 5:30 pm.

*KENTUCKYMOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

KENTUCKY MOTOCROSS - Apex Valley Raceway, White Plains. Info: 502/886-8564.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MONTANA HALF MILE - AMA/Motorsports of America, Western Montana Fairgrounds, Missoula. Info: 800/544-8714.

MONTANA FLAT TRACK SERIES - Missoula. Info: 800/544-8714 (U.S.), or 817/683-6410 (Canada)

NEVADA HARE & HOUND - MRAN, near Panaca. Info: 702/459-6284.

* NEW YORK SHORT TRACK - Square Deal Riders, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 3, Max Cycle Service, Nebo, Info: 704/652-3758.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.

* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006

* OHIO SHORT TRACK - Honda Hills, Linnville (Thornville). Info: 614/323-3766

* OREGON SHORT TRACK - AMA Dist. 27. Madras Speedway. Info: 408/758-4905 or 503/266-5504.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Ass'n. Practice & School. Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

SOUTH CAROLINA FLAT TRACK - On Track Promotions, Motorcycle Asphalt Racing Series, Myrtle Beach Speedway, Myrtle Beach. Info: 803/626-9455.

* VIRGINIA SUPERCROSS - AMA/Sat. Night, Danville, Info: 804/836-3633.

WASHINGTON POKER RUN - Northwest Motorcycle Ass.. Bells Angels M/C & Cascade M/C. Reiter Pit, Goldbar. Info: 206/774-1454.

Sun, May 19

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, vintage/beginner, Ridgerunners, Santa Cruz. Info: 916/967-0262.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Rnd 1, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CRC, Dunestown, Perris Raceway, Perris. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Moreno Valley. Info: 310/868-8112

CALIFORNIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Turlock. Info: 310/868-8112

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Pueblo Motorsport Park, Pueblo. Info: 303/530-5678.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Pepsi/Air Dania MX Park, Dania. Info: 407/333-2356.

ILLINOIS POKER RUN & BIKES RAFFLE - Westgate ABATE of Illinois. Oak Lawn. Info: 708/479-6266.

INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

IOWA ENDURO - Iowa Enduro Riders Association, Fremont. Info: 515/795-3440.

* KANSAS MOTOCROSS - K.O.R.R., Silver City, Sterling. Info: 316/942-6527.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

* MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Series - Rnd 2, Cantamar Sand Dunes, Rosarito Beach. Info: 011-52-661-22525.

MISSOURI ENDURO - Black Jack Enduro Circuit, Lead Belt Enduro, Flatriver. Info: 417/345-6211.

MISSOURI ENDURO - Black Jack Enduro Circuit, Missouri Mudders. Park Hills, St. Joe State Park. Info: 314/639-6373

MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Springfield. Info: 310/868-8112

NEBRASKA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Ashland. Info: 310/868-8112

* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NEVADA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Carson City. Info: 310/868-8112

NEW MEXICO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Albuquerque. Info: 310/868-8112

*NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Suzuki Contingency, Claverack Motocross, Claverack. Info: 518/828-6149.

NEW YORK MOTOCROSS - New England Motocross Assoc., vintage included, Diamonback, Modena. Info: 860/928-2138.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

* NEW YORK SHORT TRACK - Square Deal Riders, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - Regional Qualifier, NMA Ponca City Grand Nationals. Binghamton. Info: 310/868-8112 or 607/737-1904

NEW YORK RIDE - NYC Chap. HOG/American Cancer Society, Queens Division, Bikers Against Breast Cancer III, H-D of NYC, New York. Info: 718/263-2224.

* NORTH CAROLINA HARE SCRAMBLER- AMA/North Carolina Hare Scramble Assoc. Series, Sanford. Info: 919/776-1767.

* NORTH DAKOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Donnybrook. Info: 310/868-8112 or 701/838-1268

* NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. NMA Qualifier, Donnybrook. Info: 701/343-2094

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

* OHIO MOTOCROSS - MRA, Sandusky Valley Riders, Tiffin. Info: 419/447-3054 or 419/927-MOTO

OHIO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Malvern. Info: 310/868-8112 .

* OREGON ROAD RACE - Oregon Motorcycle Roadracing Ass. Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, MAMA, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Hanover. Info: 310/868-8112

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

RHODE ISLAND HARE SCRAMBLES - NETRA, The New Hoot, Chepachet. Info: 203/875-5757.

RHODE ISLAND TURKEY RUN - NETRA, Gnarley Dude, W. Greenrich. Info: 203/875-5757.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TENNESSEE MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Somerville. Info: 310/868-8112

TEXAS MOTOCROSS - GNC, GNC Texas Series, Mosier Valley MX, Euless. Info: 817/694-2901.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern Pro-Am Motocross Spring Series, Danville. Info: 804/836-3633

WASHINGTON MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Connell. Info: 310/868-8112

WASHINGTON ENDURO - Northwest Motorcycle Ass'n. Enduro Series/Cascade M/C/Black Bear Enduro. Reiter Pit, Goldbar. Info: 206/774-3082.

Tue, May 21

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, May 22

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

May 24-27

CALIFORNIA MOTOCROSS - Parts Unlimited MotoWest Racing, Memorial Day MX Championship, Hollister. Info: 408/238-8208.

May 24-26

PENNSYLVANIA MOTOCROSS - AMA/250/125cc , Pro MX National Championship, Mount Morris. Info: 304/284-0084.

Fri, May 24

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 7, Little Okie, Madera. Info: 209/673-8080.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPERCROSS - B & L Racing Promotions. Sacramento, Raceway Park. Info: (916) 483-6548.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600 Pro, Pro-Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

* MICHIGAN MOTOCROSS - Motocross. MRA, Milan Cycle City. Milan. Info: 313/289-2100 or 313/439-7735

OHIO MOTORCYCLE RACING - Pro/Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

May 25-26

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

MARYLAND DIRT DRAGS - 80% in all classes, Rawlings Dirt Drag, Inc., Route 220 South of Cumberland, Rawlings. Info: 301/729-6131.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Gingerman Raceway, South Haven. Info: 616/774-9902.

NEVADA MOTOCROSS - Over The Hill Gang, Reno Chapter National. Fernley. 310/864-6875.

OHIO RELIABILITY ENDURO - AMA/Enduro Riders Ass'n, National Championship Series, McArthur. Info: 614/766-8359.

* OKLAHOMA MOTOCROSS - AMA Rules, Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

PENNSYLVANIA MOTOCROSS - AMA/Outdoor Championship Series, US Women's Motocross League, Mount Morris. Info: 714/837-3374.

VERMONT MOTOCROSS - New England Motocross Assoc., Rider Hill, Derby. Info: 860/928-2138.

WASHINGTON POKER RUN - Northwest Motorcycle Ass'n/Puget Sound Enduro Riders. Shelton Fairgrounds. Info: 360/491—1728.

May 25-27

CALIFORNIA MOTOCROSS - Fourth Annual Parts Unlimited Memorial Day Championships, NMA Ponca City National Qualifiers, Hollister Hills. Info: 408/238-8208 or 415/587-8678.

May 25

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Phoenix. Info: 310/868-8112

CALIFORNIA VINTAGE MOTOCROSS - Hemet. Info: 619/471-8945.

* CALIFORNIA MOTOCROSS - Racing in the Redwoods Spring Series. Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter MX Series, Rnd. 3, Las Bonas. Info: 209/673-8080.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA MOTOCROSS - Motorsports Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

* CALIFORNIA SUPERCROSS - SoCal Supercross Series. Lancaster, Antelope Valley Fair Grounds. Info: 805/942-7880

* CALIFORNIA DIRT FLAT-TRACK - San Diego Flat Track Ass'n. Baron Speedway, San Diego. Info: 619/277-2743.

GEORGIA DRAG RACING - '96 E.T. Pro Bike Series. Dallas, Southeastern Dragway. Info: 770/445-2183.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* INDIANA DIRT TRACK - AMA, Semi-Pro, Pro-AM- Fast Track Racing Inc., Summer Thunder Series, Indiana State Fairgrounds, Indianapolis. Info: 219/486-7172.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA POKER RUN - Pipestone Poker Run. Big Rock Motorsports, Helena. 406/442-2698

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Loretta Lynn's Area Qualifier, Walden Playboys M.C., Walkill. Info: 914/561-2126.

* NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SHORT TRACK - Scotty Brown International Racing, Quad Championship, Bear Creek Speedway, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006

* OHIO SHORT TRACK - AMA/Dist. 11/Honda Hills. Linnville (Thornville). Info: 614/323-3766

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* SOUTH CAROLINA MOTOCROSS - Motocross, Hardeeville, South Carolina, night. Info: Ron Twilley, 912/427-9674 or Leland Prewitt, 912/236-7042.

Sun-Mon, May 26 & 27

* KANSAS MOTOCROSS - NMA Qualifier, Great Bend. Info: 913/8272; Track 316/792-7513

TEXAS VINTAGE MX, AHRMA Vintage National, Omen Promotions, Swan Cycle Park Inc., Tyler. Info: 903/882-4215.

Sun, May 26

CALIFORNIA HARE SCRAMBLES - AMA/Dist. 37, Adelanto. Info: 805/949-9316.

CALIFORNIA ENDURANCE RACE - Sears Point Raceway, Hayward. Info: 510/537-8208.

CALIFORNIA GRAND PRIX - SRA/G.P., Perris Raceway, Perris. Info: 714/957-2985.

* CALIFORNIA MOTOCROSS - Racing in the Redwoods -Spring Series. Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Rnd 2, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - CRC, Dunestown, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS, Vintage Motocross, Rainbow Cycle Park, San Jacinto. Info: 619/743-4636.

CALIFORNIA TRIALS - AMA/Moon Rocks Trial, Sacramento. Info: 916-753-2519.

CALIFORNIA MOTOCROSS - Regional Qualifier, NMA Ponca City Grand Nationals. Hollister. Info: 310/868-8112

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

KANSAS MOTOCROSS - Regional Qualifier, NMA Ponca City Grand Nationals. Great Bend. Info: 310/868-8112

KENTUCKY MOTORCYCLE SUPERCROSS - Double points. Hillbilly Raceway, Hatfield. Info: 606/353-4740

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Ass'n, Budds Creek. Info: 410/273-9035.

MARYLAND MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Budds Creek. Info: 310/868-8112

MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Kahoka. Info: 310/868-8112

NEBRASKA SPRING SERIES - Dire World Promotions, AMC/Montrose Moto X Park, Raeford. Info: 919/554-4467.

* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Loretta Lynn Area Qualifier/Suzuki Contingency, Walden Playboys M.C., Walkill. Info: 914/561-2126.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 5, Polk County, Hendersonville. Info: 423/323-5497.

NORTH CAROLINA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Hendersonville. Info: 310/868-8112

* NORTH CAROLINA MOTOCROSS - AMA/District 13, US Eastern Pro Am Motocross Spring Series, Elizabeth City, Info: 804/548-1052.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Round 1, Buckeye Series, Round 2 - Blackcoal Series, Cable Creek, Toronto. Info: 330/538-2220.

* OHIO MOTOCROSS - MRA, Delta Raceway. Delta. Info: 313/289-2100 or 419/822-3006

OKLAHOMA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Welch. Info: 310/868-8112

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

*WYOMING MOTOCROSS- HPMA/Laramie Dirt Riders. Info: 307/721-3044.

WYOMING MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Laramie. Info: 310/868-8112

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

WASHINGTON MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Spokane. Info: 310/868-8112

*WISCONSIN 1/2 MILE DIRT TRACK, Badger Racing Association, Shawano Co. Fair Grounds, Shawano. Info: 414/699-3387.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

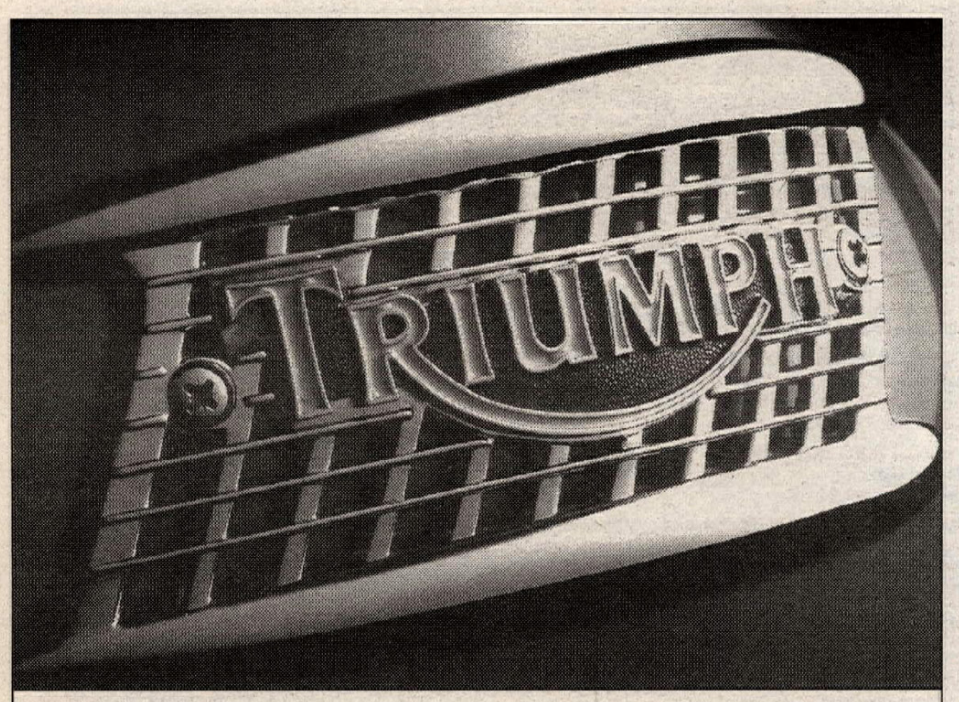
_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

QUIK SHOP



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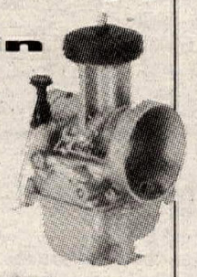

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Wanted: Ohio high-volume, multi-line dealer with 25 yrs. experience in the industry. Big bucks, year-round bonuses and benefits to boot. Fax resumes to (614) 871-1661 or phone (614) 871-3711. Ask for Patty OH (316-25)

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Service Writer
Red Line Sports. Honda, Polaris, Sea-Doo dealer. Contact David (803) 236-0758; Fax: (803) 236-0936.SC, (218-19)

Product Development Position
Parts Unlimited has an immediate full-time position available in our product development department. This position will concentrate on ATV/Off-Road product lines, and will involve product and catalog design factory rider support, travel, trade shows and other duties. Candidates must have good PC and communication skills, knowledge of the ATV/dirt market, and an intense enthusiasm for off-road motorcycling. College degree preferred; dealership experience a plus. Send resume to: Parts Unlimited, PO Box 5222, Janesville, WI 553547. Fax: (608) 758-1144. WI (318-20)

MC Technician Wanted
Motorcycle technician wanted. Will pay up to $16 per hour flat rate, or will pay hourly. All Seasons Sports Center, 2694 Akron Road, Wooster, OH (216) 264-7735. OH (318-20)

Service Technicians
Busy Motorcycle, PWC, ATV, Snowmobile 5-line dealership in Denver, Colorado, needs experienced techs. Great pay and benefits. Contact Tim or Bill, (303) 761-2471. CO (318-21)

Parts Counter Person
Very busy multi-line dealer looking for experienced parts-person who wants more than just another job. Call Tony, Yamaha–Suzuki–Sea-Doo. FT. Pierce, FL. Days: (407) 489-0100. Eves: (407) 229-6139. FL. (318-20)

PWC / M/C Mechanic / Machinist
Busy shop near L.A. specializing in performance mods. (bore & stroke kits for dirt bikes and personal watercraft) seeks one journeyman mechanic and/or machinist, and one apprentice. Pay & benefits commensurate with experience. We work hard, dyno late, race Sunday's and have fun! Call Rick at Rick Peterson Motor Sports. (818) 967-3052. CA(318-19)

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We need another top-notch mechanic. 5-day workweek, year-round work. 4-stroke M/C & W/C experience preferred. Plenty of work & excellent pay for the right person. Established for seven years as Kawasaki of Las Vegas. References required. Fax: (702) 656-0277. Phone: (702) 656-1955. NV (218-20)

Factory Sales Reps Needed.
3 years experience with established account base in the motorcycle industry, all regions, salary plus commission. Fax resume (619) 293-7960. CA (218-20)

ATV / JET SKI MECHANIC and Parts Counter person / Shipping & Receiving. Busy shop year-round. Good pay, DOE. Flexible, EOE, male/female. Call (714) 998-8170 or (714) 637-0293. CA (218-19)

Honda Technician
long time established small, busy Honda dealership needs full time experienced Honda technician. Immediate opening, benefits, Glendale, CA. Please call Brian (818)246-2461 Fax resume (818)246-4586 CA (218-20)

Technician
Pacific N.W. multi line dealer needs exp. tech. Year round position. Japanese M/C, ATV, PWC (360)736-0166 WA (218-21)

ENTRY LEVEL HELP. Used motorcycle and parts store needs general all-around helper. Immediate opening. Call Mike. (310) 436-1889. CA (318-19)

Service Techs and Writers
Berts Motorcycle and Watercraft Mall is now hiring for motorcycle, watercraft technicians and service writers. We're looking for professional, motivated people. Minimal to full experience positions available. Modern facility and equipment with a great work atmosphere, plus paid vacations, sick days, holidays and co. benefits. Contact service manager at (818) 334-1288. CA. (219-21)

Need Main Man Mechanic
Western Oklahoma dealership needs experienced #1 mechanic. Kawasaki, Suzuki, Polaris franchises. Low cost of living. Some benefits. (800)216-9891. Ask for Roy. OK. (119-20)

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Immediate opening, five-day work week, year-round work. Prefer someone with five years service experience. Benefit package, insurance, paid vacation. Send resume to P. O. Box 52, St. Cloud, MN 56302 or Fax resume to (320) 363-1270. MN. (219)

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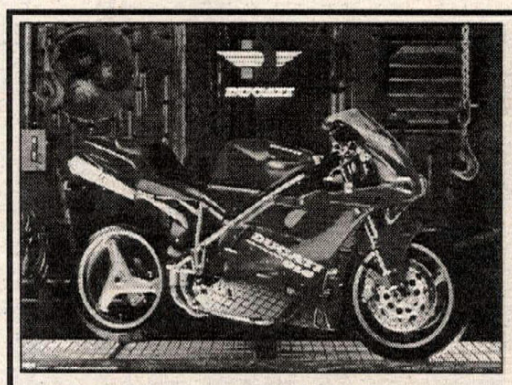
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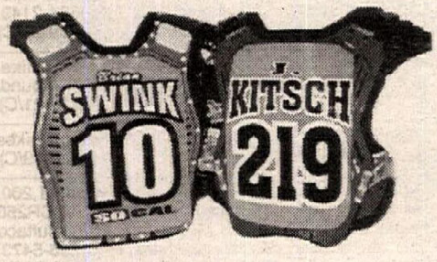

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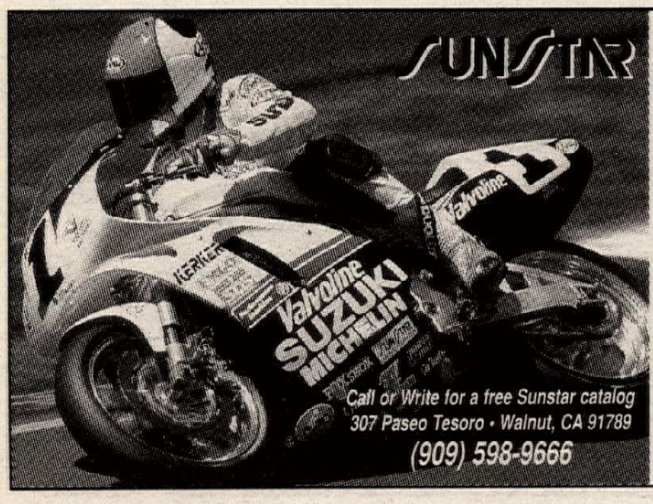

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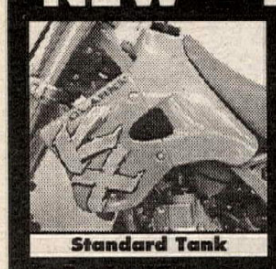
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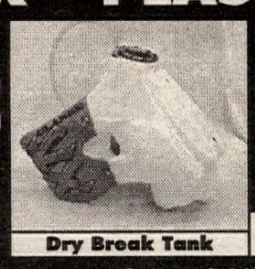
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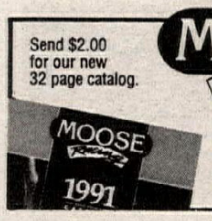

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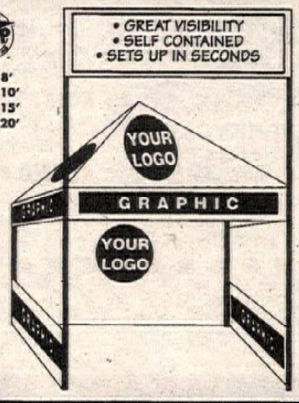

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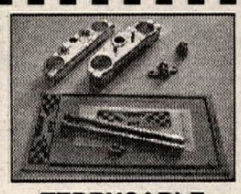

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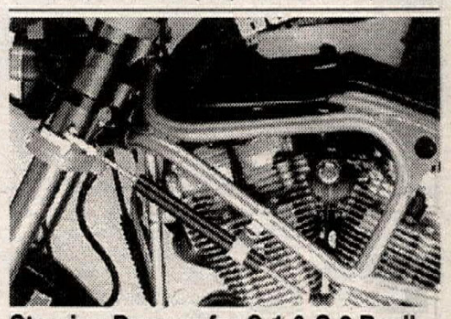

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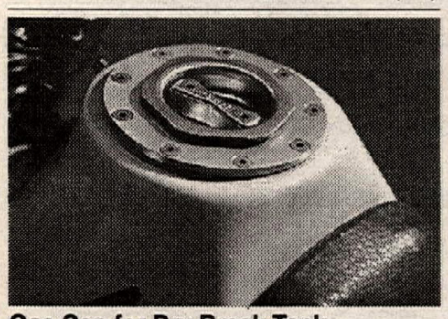

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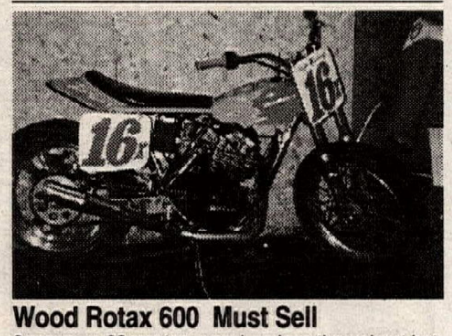

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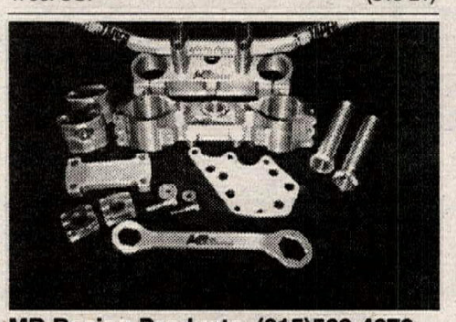

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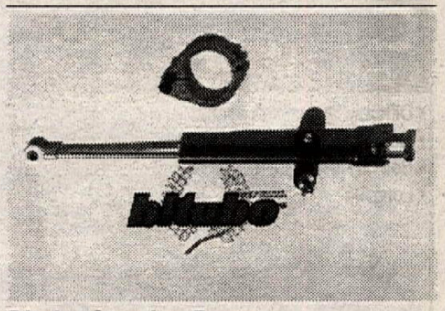

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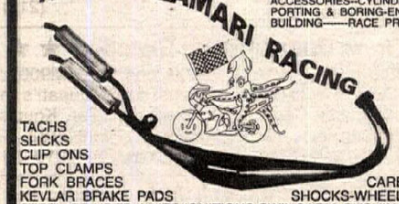

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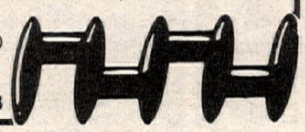

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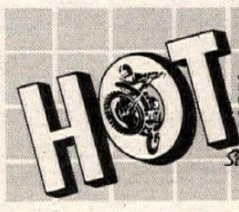

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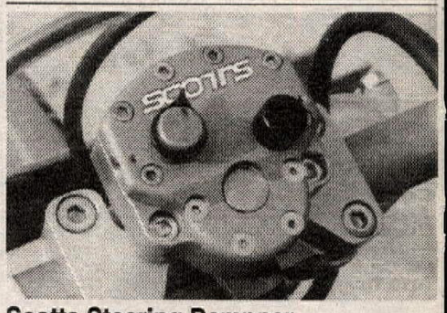

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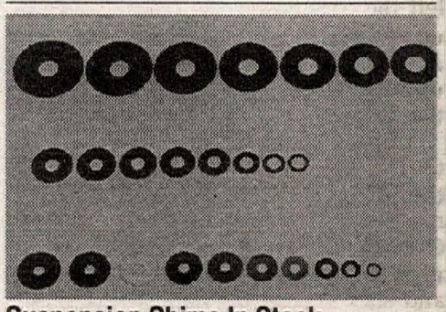

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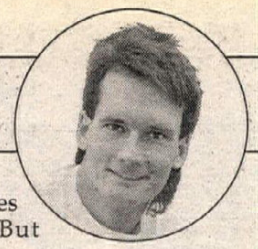
DAY SIX

By Kit Palmer



In my column last week, I mentioned my old stomping grounds - Corona Raceway - which got me thinking about the "old" days and this *legendary* track.

Like so many MX tracks in California, and I'm sure all over the country, Corona Raceway met its demise by the land-developer's bulldozer. Corona Raceway wasn't just your average everyday MX track; instead, it was a racing facility like no other, and for a number of reasons. For one, it was primarily used for night racing, Friday night racing to be more exact. As with many night MX tracks, the course snaked around the infield of a small dirt oval, but what made the Corona track itself so unique was that the actual MX course left the confines of the infield and ran up and into the hills adjacent to the oval. A night track with natural-terrain uphills and downhills? You don't see that too often.

Corona Raceway was never known for its excellent lighting, especially up in the hill sections, which made it tough for the out-of-towners to do well at Corona, as all of the locals, such as myself, had memorized every bump, rut and slick spot in the dark sections. We Corona regulars laughed when some of the factory riders at the Las Vegas Supercross last year refused to ride the main event following the infamous power outage that forced the use of portable light towers. We would've been in heaven with lighting half as good, but, then again, none of us were half as fast as Jeremy McGrath or Mike Kiedrowski.

Corona Raceway was one of the few tracks - if not the only track - that held night motocross all year long, which had a lot to do with the typically dry and warm Southern California climate. Don't get me wrong, it can get downright chilly at night in the middle of the winter in California, but you *had* to race nonetheless, because that's the time of year when all the new bikes come out and you couldn't wait to go out and show off your new mount - rain or shine, hot or cold, day or night.

Like I said, it could get cold at night, especially by the time your second moto rolled around. A stroll through the pits in between motos found most people inside their trucks, engines idling and the heaters blowing full blast.

Perhaps the most intense racing at Corona wasn't even on the track itself. You see, at Corona, you had to stage your motorcycle outside the concrete crash wall that lined the outside of the oval, and when the moto before yours left the start line, only then were you allowed to push your bike - on the oval - about 100 yards to the start gate. The push always turned into a giant sprint race, the winner getting first pick on the gate. When you raced at Corona, you always invited your buddy who's on the school's track team to go with you and made sure he brought his running shoes. If you didn't have one or two (or three) friends to do all the pushing for you, you were usually exhausted and sucking air by the time your moto started. If you happened to be on a winning streak, however, you made it a point to walk your bike to the gate to show off your confidence. "Hell, I don't need to run, I'll smoke 'em even with a last pick."

You started running when you started losing.

And then there was the starting gate. Corona Raceway had one of the first backwards-falling starting gate in existence. You always knew when a real Supercross was in town when you'd show up at Corona Raceway and there was no starting gate, as it had been disassembled and hauled off to the L.A. Coliseum, the Rose Bowl, Anaheim Stadium, or somewhere else for the big boys to use on Saturday night.

Corona Raceway is also famous for introducing the first true double jump and man-made stadium whoops. Ron Crandall, a high school teacher and the AMA Supercross/National Motocross referee at the West Coast Nationals and SXs, ran the RACE-promoted Friday Night races at Corona and used to build and design supercross tracks in the late '70 and early '80s. Crandall would come up with, at that time, radical ideas for obstacles and experiment on us "guinea pigs."

One of Crandall's creations was this series of four approximately four-foot high jumps that became double-double jumps, and preceding these quad jumps was a long section of whoops, also known as washboards or stutter bumps. Crandall only let the Pros and Intermediates ride through these sections, while the Novice and Beginners took a smoother route around the whoops and doubles. Every now and then, though, Crandall would let everyone ride the whoops and doubles, and that was the night you came with your camera and a bag full of film. Talk about entertainment.

"I came up with the idea of the stutter bumps from riding in the desert," recalls Crandall. "There was this long section of whoops that would always put me on my head. My friend Mike Goodwin (yes, *the* Mike Goodwin) and I were always looking for something different, so we thought we'd try making these stutter bumps, which were good because it slowed the riders down and if they crashed they wouldn't get hurt.

"I got the idea of the double jumps one day after watching kids ride their bicycles in a dirt lot," said Crandall. "They had built up these big jumps and were jumping them. I thought that was pretty neat.

"A lot of times an idea would pop into my head at night, and if I couldn't sleep, I'd go out to the track, fire up my tractor and go to work. I would try these obstacles out Friday night on my guinea pigs and see what would happen. Believe me, not all of them were such good ideas. They'd (the test obstacles) be gone by Saturday morning."

Pretty soon, racing at Corona centered around the double-doubles. My racing partner was an Intermediate (I, on the other hand, was an aspiring Novice), and he couldn't stop thinking about the double-doubles. At that time only a handful of riders were doubling the quads - I believe the first rider to do so was Pro-class rider Andy Northrup who now races speedway. But my friend was convinced he could clear the doubles too. During the week, he would think, dream and talk about nothing but the doubles. "I know I can do it," he'd constantly mumble to himself. You'd be having a conversation with him when he'd start staring off into space, mentally clearing the doubles with ease. On race day, he would take one lap of practice then spend the rest of the time riding through the whoops and singling the double-double section over and over again, trying to build up his courage. He said he was terrified of the jumps but was determined one night to do the double-doubles - no matter what. His plan was to make the first attempt during practice, but he just couldn't get himself to do it. Instead, he'd wait during the race to make the big double leaps. Sure enough, on the first lap, he went for it. He charged through the whoops then sailed over the first double, landed, then cleared the second set of doubles with ease. Perfect. Talk about relief - for both him and me. "I was shaking on the starting line," he said. "All I could think about were the quads. After I cleared the jumps on the first lap I was so weak-kneed that I pulled off the track, went back to the pits, loaded up and went home."

After I turned Intermediate, I could relate to my friend. I pretty much went through the same "I know I can do it, I know I can do it" ordeal until I finally got the nerve to double the quads. The key was to wait a couple of weeks when the second and fourth mounds were worn down from the hundreds of previous "case-its" and the good lines were burned in. Then it was easy. I dreaded the nights when I showed up at the track and Crandall had re-formed the four jumps and they were as tall and peaked as the Rockies.

Crandall says some day he'd like to open a new track and bring back Friday Night MX to Southern California. I know I'll be there if he does, running shoes and all. CN

LOOKING BACK...

25 YEARS AGO... MAY 25, 1971

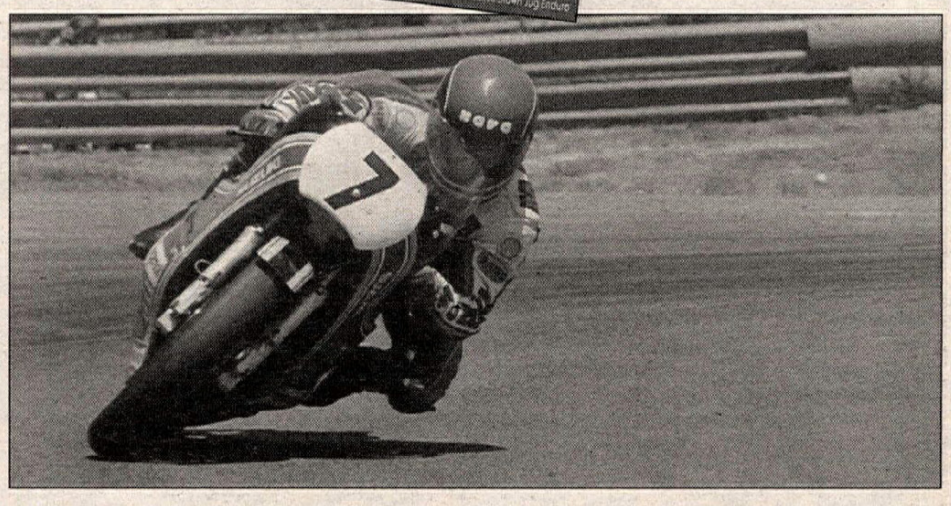
Undefeated sidecar pilot **Dean Hummer** added to his list of victories by winning at the Gatorade Grand Prix in Orange County, California, with **Rulon Gulbransen** as the passenger. Following in second were **Reg** and **Ernie Pridmore**... **Jim Foley** came off the back row to take the 250cc-class win in the Los Gatos Scrambles at Morgan Hill, California. **John Gennai** started next to him and finished in second... **Tom Penton** took top honors in the 125cc class at the Berkshire Trials in western Massachusetts, while **Jeff Penton** was the runner-up. **Lars Larrson** aced the 250cc division in the two-day event, and **J. Lahto** won in the Open class.

15 YEARS AGO... MAY 20, 1981

Showing off his bridge work on the cover, **Frank Stacy** rode to the 250cc-class and Overall wins in round four of the AMA Two-Day qualifier series at Bellingham, Washington. **Terry Cunningham** topped the Open class... **Mark Barnett** and **Kent Howerton** swept the 125 and 250cc classes, respectively, at the National Championship Motocross Series rounds in Braselton, Georgia. It was Barnett's eighth moto win of eight races in the series to that point... **Randy Goss** won the Ascot Spring Classic National Half Mile in Gardena, California. **Garth Brow** was the runner-up ahead of **Jay Springsteen**, who took the series points lead.

5 YEARS AGO... MAY 22, 1991

The familiar victory yelp of **Scott Parker**, pictured on the cover, was heard again following round three of the AMA Grand National Championship in Pomona, California. The three-time defending champ's runaway on the half-mile track moved him into fourth place in the series... The Brits didn't just win the Trans-Atlantic Superbike challenge at Mallory Park and Brands Hatch, England, they soundly thrashed their colonial guests. Only one North American rider, **Scott Russell**, even made it to third place during the six-race weekend. **Ray Stringer** took top individual points, with three wins... Defending National Enduro Champion **Randy Hawkins** made a triumphant return to the circuit in the Little Brown Jug Enduro at Union, South Carolina. Hawkins had been sidelined for a couple of months with a broken thumb, but was able to edge out **Jeff Russell** and **Allan Gravitt** by one point, 57-58-58. CN



Randy Mamola executes the old Turn Nine at Laguna Seca Raceway in 1981. Photo from the *Cycle News* Archives.

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MAY 1996 SCHEDULE ON ESPN2

	Original Show Telecast			Repeat Telecast	
EASTERN TIME					
Saturday	5/4	11:30-12:00pm	& Saturday	5/4	11:30-12:00am
Friday	5/10	11:00-11:30pm	& Saturday	5/11	11:30-12:00pm
Friday	5/17	11:00-11:30pm	& Saturday	5/18	11:30-12:00pm
Friday	5/24	11:00-11:30pm	& Saturday	5/25	11:30-12:00pm
Friday	5/31	10:30-11:00pm	& Saturday	6/1	11:30-12:00pm
PACIFIC TIME					
Saturday	5/4	8:30-9:00am	& Saturday	5/4	8:00-8:30pm
Friday	5/10	8:00-8:30pm	& Saturday	5/11	8:30-9:00am
Friday	5/17	8:00-8:30pm	& Saturday	5/18	8:30-9:00am
Friday	5/24	8:00-8:30pm	& Saturday	5/25	8:30-9:00am
Friday	5/31	7:30-8:00pm	& Saturday	6/1	8:30-9:00am

Join MotoWorld in May to watch Jeremy McGrath's incredible run at an unblemished Supercross season! Fourteen? ... Fifteen? ... Tune in to see Honda's No. 1 assault the record books with all the grace of a good old-fashioned street mugging.

Plus, footage from the Spain and Italy GPs, the Acerbis World Report and news from AMA Road Racing and Dirt Track.

The world will be watching ... You should too!

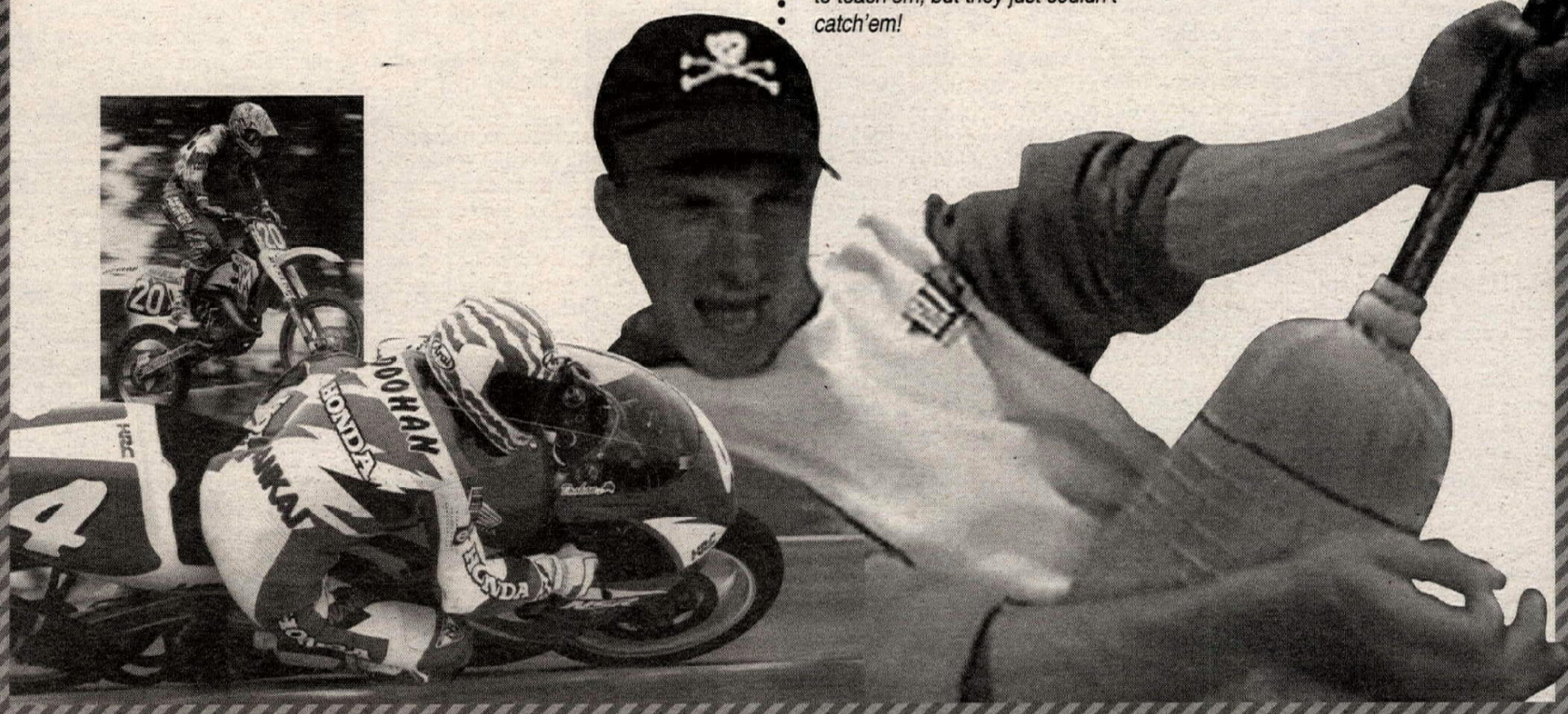
Dr. J behind the wheel, let's hope not! From the Toyota Grand Prix to Richard Petty's Driving School – it's cars, cars, everywhere on MW2.

Two-wheel greats put the pedal to the metal at Charlotte Motor Speedway. See Smokin' Joes Honda teammates Crevier and DuHamel take to the high wall against Suzuki off-road factory team rider Randy Hawkins and team Yoshimura Suzuki Superbike rider Aaron Yates.

The instructors were all ready to teach'em, but they just couldn't catch'em!

MAY 1996 SCHEDULE ON ESPN2

	Original Show Telecast			Repeat Telecast	
EASTERN TIME					
Sunday	5/5	5:30-6:00pm	& Monday	5/6	3:00-3:30am
Sunday	5/19	8:30-9:00pm	& Monday	5/20	3:00-3:30am
PACIFIC TIME					
Sunday	5/5	2:30-3:00pm	& Monday	5/6	12:00-12:30am
Sunday	5/19	5:30-6:00pm	& Monday	5/20	12:00-12:30am



U.S. Supercross Series

1996 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME		
Tampa, FL	Wed 5/15	12:30-1:30am	& Tue 5/14	9:30-10:30pm	
Pontiac, MI	Tue 5/28	12:30-1:30am	& Mon 5/27	9:30-10:30pm	

1996 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME		
St. Louis, MO	Sun 5/12	3:00-5:00pm	& Sun 5/12	12:00-2:00pm	
Denver, CO	Sun 5/26	5:00-7:00pm	& Sun 5/26	2:00-4:00pm	

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME		
Charlotte, NC	Sat 5/11	12:00-2:00pm	& Sat 5/11	9:00-11:00am	
St. Louis, MO	Fri 5/24	9:30-11:30pm	& Fri 5/24	6:30-8:30pm	
Denver, CO	Wed 5/29	4:00-6:00pm	& Wed 5/29	1:00-3:00pm	

AMA Motocross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME		
Sacramento, CA	Fri 5/24	7:30-9:30pm	& Fri 5/24	4:30-6:30pm	
Glen Helen, CA	Fri 5/31	8:30-10:30pm	& Fri 5/31	5:30-7:30pm	

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME		
Sacramento, CA	Fri 5/24	2:30-4:30pm	& Fri 5/24	11:30-1:30pm	

1996 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME		
Sacramento, CA	Sat 5/25	1:00-2:00am	& Fri 5/24	10:00-11:00pm	

World Grand Prix Series

1996 SCHEDULE ON ESPN

	EASTERN TIME		PACIFIC TIME		
GP of Japan	Tue 5/7	12:30-1:30am	& Mon 5/6	9:30-10:30pm	
GP of Spain	Mon 5/27	1:00-2:00am	& Sun 5/26	10:00-11:00pm	

1996 SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME		
GP of Spain	Tue 5/28	8:30-10:30pm	& Tue 5/28	5:30-7:30pm	

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME		PACIFIC TIME		
GP of Spain	Tue 5/28	8:30-10:30pm	& Tue 5/28	5:30-7:30pm	

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